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JULY 1966

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"Something Specials" are the all important EXTRAS Testor packs into the hot new Mirage GT kit to help you win!

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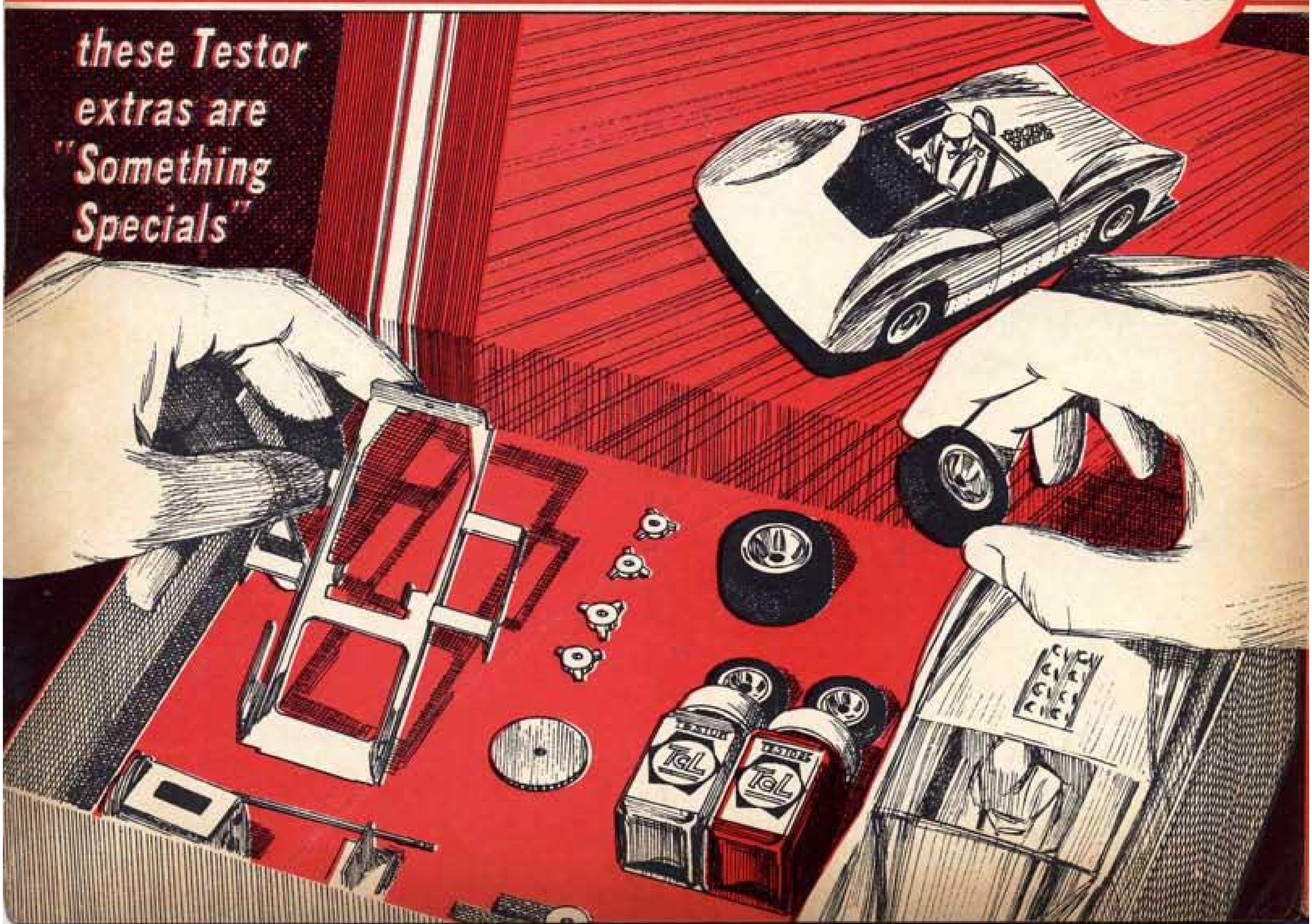
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Volume 4, Number 7 **July, 1966**

ON THE COVER — Remember last month's really great cover? That was the camera-work of our very own Chan Bush; only we forgot to mention it (sorry 'bout that!). So to make up for our oversight, we'd like to point out that Chan didn't shoot this cover (huh?). Actually, it came from the magic paint kit of our very own Bill Hughes. Wild! Wild!

Keep an eye on this Ford GT Roadster — a name and a model worth watching!

(Fun to race too)

Highly Detailed Low Profile Body
Brass Ladder Type Sidewinder Chassis
Tiger Super X-220S 8-Volt Motor
Weighted Swing Pick-Up

Be sure to see this brand new sidewinder—a faithful model of the new roadster version of the exciting Ford GT—first introduced at the Le Mans trials in 1965.

It's the Spyder—if you prefer. But under any name, this model is fast—dependable —competitive. Its low profile and low adjustable brass frame give it a low center of gravity, low weight advantage, plus the maximum in overall rigidity. It's a real track-hugger.

This racing model has everything including machined aluminum wheels —oil impregnated bronze self-aligning bearings—Tiger Traction tires and big sponge slicks that are terrific on any track surface—plus a big high r.p.m. motor with special armature winding.

Wake up the cheering section with a Monogram Ford GT Roadster. It's slot racing at its wonderful best. See this great new model now. At your favorite store.

Monogram
model racing

1/24 SCALE
KIT SR2417 • $9

Monogram Models, Inc.,
Morton Grove, Illinois



MODEL MAIL*

MEANEY!

I have a problem! My dad can't beat me with the cars that came with my set, so he threatened to buy a new body, chassis, motor, and hand controller, so he'll beat me! I was wondering if I could put slicks on my car or something else to give me more speed and better control. My car is now sliding around corners. Is there anything I can do about this?

Terry Bigelow
London, Ohio

Tsk tsk, Mr. Bigelow (Sr.)! Aren't you ashamed of yourself! Don't worry Terry! If you're faster than pop, you'll probably still be faster, even after he lays out all that dough, if you're a better driver! Still, better try a pair of soft sponge slicks on the rear of your little jewel. Ask dad for the dough for the tires! He'll be too embarrassed to refuse!

FORM A CLUB

Would you please give me all information possible on starting a slot racing club? The boys in our vicinity are interested but don't know how to go about it. Help!

Brian Wambolt
Annapolis County, Canada

It's a bit too lengthy to go into here, Brian. The 1966 MODEL CAR RACING HANDBOOK, on sale everywhere for only $1.00, really goes into this subject in detail. Not only will this book tell you about starting a club, it'll give you the clear, concise dope on the entire sport of slot racing!

MAGNIFICENT MEN IN THEIR MODEL MACHINES

Where can I get those magnificent little men that I constantly see in photographs in your mag?

Is it possible to add an interior to a slot racer? Too many times a flat slab of plastic takes the realism out of slot racing.

And thanks for the great way you pack your magazines before you send it out to your subscribers. I have never received my magazine so far, in any condition but perfect!

Don Pisani
Hamilton, Mass.

You can obtain 1/32 or 1/24 "Mini-Men" from most hobby shops, or mail order houses. They cost 59¢ for two figures, and they can be assembled in any position you want.

Continued on next page

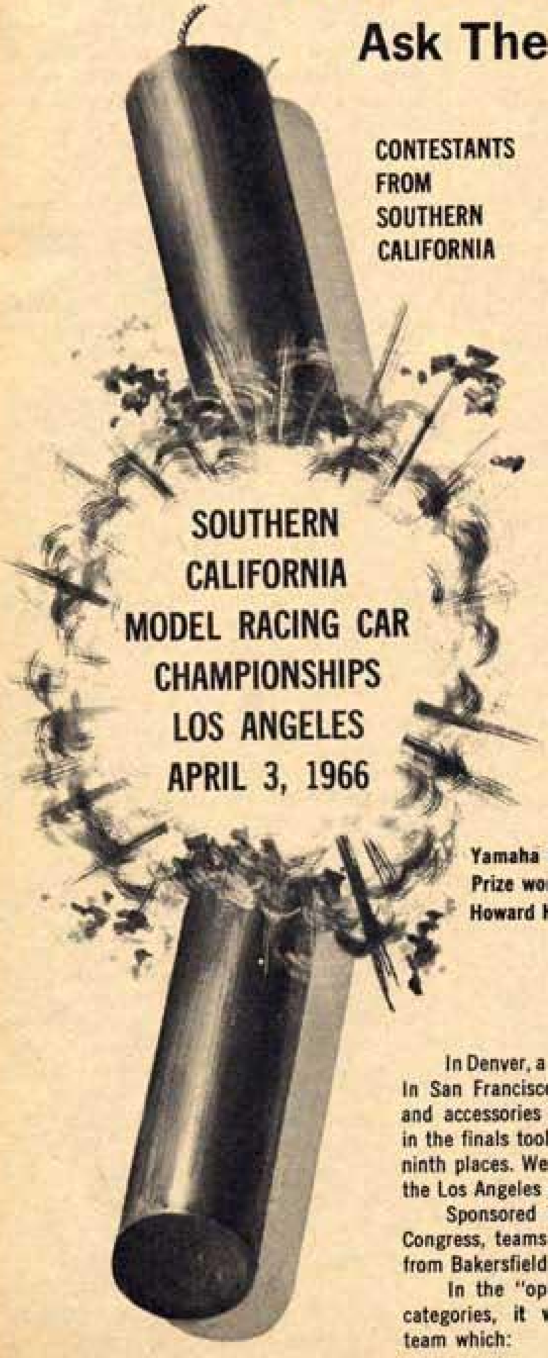
DYNAMIC NEWS

THE WORD FROM DYNAMIC MODELS . . . WORLD LEADER IN MODEL RACE CAR ACCESSORIES

Vol. 2, No. 7 | Van Nuys, California | July, 1966

YOU CAN'T BEAT DYNAMIC MODEL RACE CAR ACCESSORIES...

Ask The Winners in These Big Events!!



CONTESTANTS FROM SOUTHERN CALIFORNIA

Yamaha Extra Bonus Prize won by: Howard Hopkins



CONTESTANTS FROM 11 WESTERN STATES

Yamaha Extra Bonus Prize won by: Dennis Nelson



CONTESTANTS FROM ALL THE ROCKY MOUNTAIN STATES

Yamaha Extra Bonus Prize won by: Gerry Swenson



In Denver, a "DynaMite" chassis won first place. In San Francisco, modelers using Dynamic chassis and accessories dominated all regional events and in the finals took second, third, seventh, eighth and ninth places. We thought this was the greatest until the Los Angeles event.

Sponsored by the American Model Car Racing Congress, teams were entered from all race centers from Bakersfield down to San Diego.

In the "open class car" and "unlimited car" categories, **it was all Dynamic** by the winning team which:

(1) Had the best qualifying time.
(2) Won the trophy dash.
(3) Won the main event by **eight** laps after overcoming a sixteen lap handicap (Final was a 400 lap event).

There are now over 16 different "DynaMite" Chassis available to fit almost every motor. The lightweight, low center of gravity and ready adjustability have put the "DynaMite" Chassis on top of the heap as far as the modeling "pros" are concerned, yet **these chassis are just as easy for a beginner to use** in building a winning car.

SEND 25¢ FOR COLORFUL, FULLY ILLUSTRATED CATALOG TO DEPT. MCS 76

DYNAMIC MODELS, INC. | A SUBSIDIARY OF AMT CORPORATION

13755 SATICOY STREET, VAN NUYS, CALIFORNIA

They're made by C. J. Ulrich Company.

Monogram Models also make some new figures for adding realism around pit areas, etc. They are available in a variety of poses, and are very inexpensive.

There's a reason for not using a full interior on some cars, Don. Under that slab of plastic you'll find a motor, right where you want your full interior to be! Makes things a bit sticky, wot? It is possible, if the model is a sidewinder job, to open up the interior and build one, but it's quite a job.

KUSTOMS ARE TOO FAR OUT!

Some of the model cars that are displayed by would-be "Kustomizers" are ridiculous! If a full-size replica of some of these things would be entered in a show, they wouldn't have a chance of winning, because they're just plain impractical! I think the emphasis on models should be on pleasing body styles. Furthermore, the car should be capable of accepting a 1/32 or 1/24 (depending on the size of the car) driver. If a driver can't be stuffed into the cockpit, what good would the car be if it was full size?

Kurt Taylor
Castro Valley, Calif.

You have several good points, Kurt. Some of us modelers do get carried away a bit when we start hacking on a hunk of plastic!

LAP COUNTERS

Our club races usually wind up in an argument! We just can't seem to keep track of the laps turned in by each and every member, even though we try our best! We are using hand counters (mechanical) but at the end of each race there is always somebody who claims he had more laps than the counter shows. Where can we get a cheap electric lap counter?

David Schoel
Cleveland, Ohio

Podnah, there just isn't such an animal made! A while back we ran an article on how to build a $5.00 (per lane) electric lap counter, using the Aurora HO counter as the basis for the project. Perhaps a look through your back issues might help. We've got some of our boys working on the problem, but so far, they're still expensive. But we'll keep trying!

PHOTOGRAPHIC DILEMMA

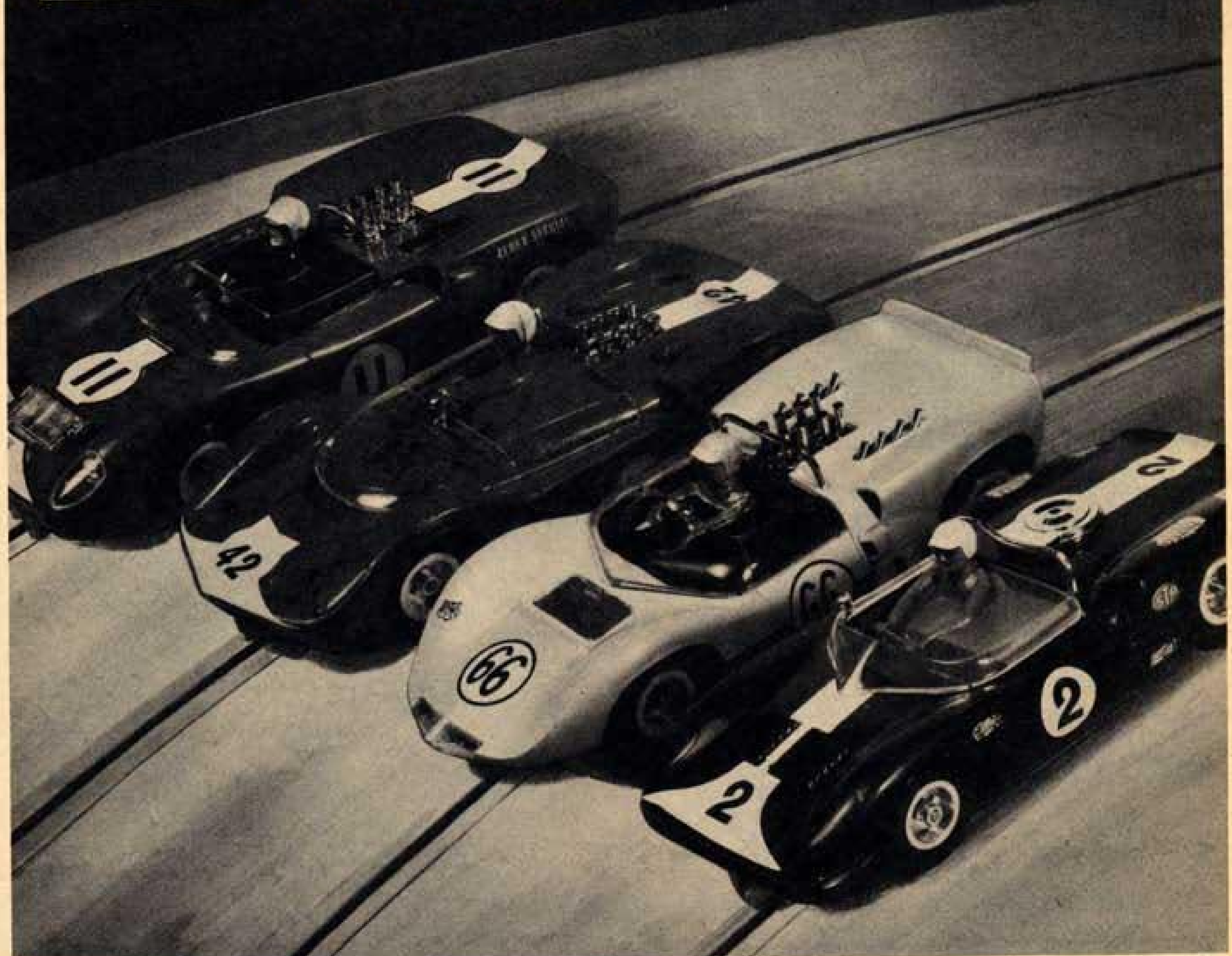
I have a model I want to enter in your monthly contest. However, I have no closeup attachment for my camera. A friend of mine has just destroyed my plans to take the car to a camera shop, so they could shoot a picture of it and enlarge it. He said enlarging loses the "sharpness" of the picture. What should I do now?

Dennis Watson
New Providence, N.J.

Continued on next page

1/24'S-THE WICKED ONES

they're still racing after other slots have hit the pits!



AMT's new 1/24-scale kits can shut down almost any hot dog on any track anywhere. You don't just run these quick and wicked babies, you *drive* 'em for real! To win. ■ **Self-adjusting weight equalizers ■ New super soft sponge slicks ■ New AMT motor never quits ■ New brass pan type chassis for better CG. ■ Get your new AMT 1/24 slot kits. $8.00 each.**

- **CHAPARRAL**
- **LOLA-70**
- **McLAREN-ELVA**
- **HUSSEIN**

...and coming soon

AMT's 1/24 BANDIDO

AMT's 1/24 FANTUM I

AMT CORPORATION · BOX 81 · TROY, MICHIGAN

Go ahead and have it shot and enlarged. If you have a sharp photo to start with, enlarging won't cause it to loose that *much of its sharpness. You'd really have to blow the photo up big before it became noticeable. However, save your money, Denny. We don't need* big *photos, just* sharp *ones. A 4 x 5 is plenty big. When you start having 5 x 7's, and larger, made, you run into quite a bit of money.*

FLOOD TIME IN HO-VILLE

I constructed an Aurora HO road race layout, and built mountains around it. I used plaster to form mountains, and some got on the track. I washed it off with soap and water and now my cars won't run at all! I realize my mistake, but how do I remedy this? It's extremely frustrating to build a large layout for racing, only to end up with a scenic layout for static models! HELP!

Michael Veljkovich
Flushing, N.Y.

Evidently some of the plaster got down between the track joints, and is acting as insulation. Remove the sections involved. Be as careful as possible lifting them up. You can repair the surrounding scenery that you spoil, fairly easily with plaster. Use a sharp ice pick or something similar, and meticulously clean each conductor, after breaking the sections down. If the conductor on the top surface of the track appears to be coated, use fine steel wool and polish them until they're bright. This should clear up the problem. Be sure to blow all traces of the steel wool residue from the track before you use it. Be especially certain you clean the connecting pins between sections.

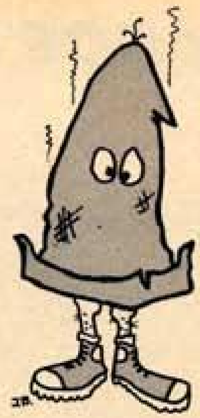
FROM A GAL WHO CARES ENOUGH TO WRITE

I'd like to tell you a little bit about our "Powder Puff Derby," held recently at Brooklyn Raceway, in Brooklyn, Ohio. I was lucky enough to take a first place in the semi. I enjoy slot racing very much, as does my husband, and son. It sure is a great family sport.

Please let us hear if we have any more "Powder Puff Gals" around, and any ideas they may have. We enjoy your magazine a great deal, and are enclosing a check for a subscription.

Ruth Maxa
4463 W. 58th St.
Cleveland 9, Ohio

Good for you, Ruth! We're glad to hear that you're taking such an active interest in the sport (and think you're really keen for liking us too)! Sounds like pop and your son better pay a little more attention to their tuneups in the future!



THE WORD from the PIT

By SPEEDY GONZALES
(Fastest Thumb in the West)

Hoo boy, the letters we get! Me campadre, Ray Hoy got one from Gwelo, Rhodesia, recently. Seems Ray had mentioned jokingly in some article of his that the "pigmy tribe of mink ranchers in Southern Rhodesia have the fastest slot racers." Well, he promptly got a letter from some hombre in Rhodesia that *his club* in fact had the fastest cars, and *not* the pigmy tribe! A guy just isn't safe these days!

There seem to be a lot of clubs in Rhodesia, as in the rest of the world. In fact, the good old U.S.A. seems to have less "club-spirit" than the boys from England, Europe, Canada, and you-name-it. I wonder why? America may have started a bit later than England, but there is no doubt in anyone's mind that the U.S.A. is *the* slot racing center of the world, as far as parts and slot racing centers go, at any rate.

It's a pity there isn't more international, and I mean *real* international, competition. The average slot racing enthusiast here doesn't think beyond the local slot shop. Chances are he doesn't even know what a mail-in event is! What a shame. There is nothing quite as thrilling as receiving the news that your car has won an important race 8,000 miles away!

International racing *will* come, of course. It's just a matter of time. The cork is off the bottle, and there's no end in sight for slot racing. As far as I'm concerned it's the greatest hobby-sport in the world.

The Champion people from Chamblee, Ga., seem to be getting into the business with blood in their eye! Just checked out their new rear wheel kit, part number CP-313. This consists of a chrome vanadium axle and form-flex Polymer tires, which are a take-off on Silicones, that are mounted on machined aluminum wheels. The tires are 1-1/8" outside diameter. These wheels have a collet locking device, similar to K&B's, and they're great! For $2.90 for the entire ball of wax, they're a real bargain.

Jim Russell has a real winner in his Carrera 6 sidewinder. What a going machine! The Porsche Carrera 6 body is the most evil looking devil on the road. Keep your orb glued to this one, it's a winner.

I've got a burning desire to build a mad machine powered by something other than a full-house Mabuchi. I dig the cans man, but everyone has one! If everyone else was using a 196, I'd probably want to build something powered by a can . . . well, you know how it is. One of our writers is now building a nasty 1/32 car, and it is powered by a Wilson 901. Here's a motor that a lot of people overlook, in fact, maybe never heard of because they do very little advertising. It's tiny, but it sounds like a runaway buzzsaw. This car will go to South Africa, Australia, and New Zealand, on a "good-will" trip, you might say. It will hit all of the enduros, something no other American car has done, to the best of my knowledge. It should be interesting.

Monogram is forming a select group of representatives at the present. These gentlemen will soon be seen in the major cities of the country sporting red blazers with a Monogram patch, and carrying olive green attache cases, packed with red hot racing equipment. Their job is to acquaint the shop owners with the newest Monogram equipment. Good idea fellas. Wade Newman, one of the Monogram "hired guns," is engineering this project. I like their progressive attitude; we could use more of it.

Rayline Slot Racing Company is gearing up to produce a complete line of enthusiast's "how-to" books. These should be just the ticket for the guys in a bind. They already have two good ones, "The Art Of Track Building" and "The Rayline Portfolio Of Track Designs," selling for $2.00 each. (Their address is PO Box 1738, Thousand Oaks, Calif. 91360. Include 35¢ handling.) If you've got track building problems, these books should solve them.

LaGanke Racing Products, of 13205 Shaw Avenue, East Cleveland, Ohio, has a new armature winding machine for only $5.98. It will hold an armature up to 3/4" in diameter, and lays wire on neat and tight. If you like to wind your own, this baby is it.

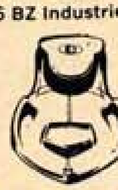
Watch for Globe motors in their own chassis in the near future. Should hit the shelves any day now. Top notch!

See you next month.

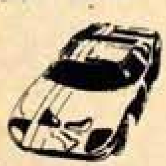


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NEW TO SCALE



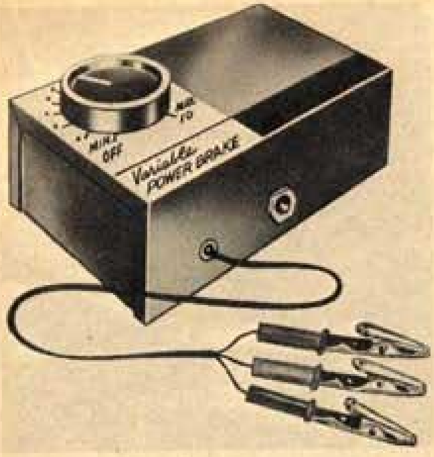
Mix your own wild custom metalflake finish to really gas out the concours competition. 10 different classy colors to choose from, including: Aztec Gold, Monza Orange, Indian Copper, and German Silver. Each bottle will cover over 300 square inches. Can be used on either clear or hard plastic bodies. For stores, prices, and more info, write: Monza Accessories, Dept. MCS, P.O. Box 3315, Van Nuys, Calif., 91406.



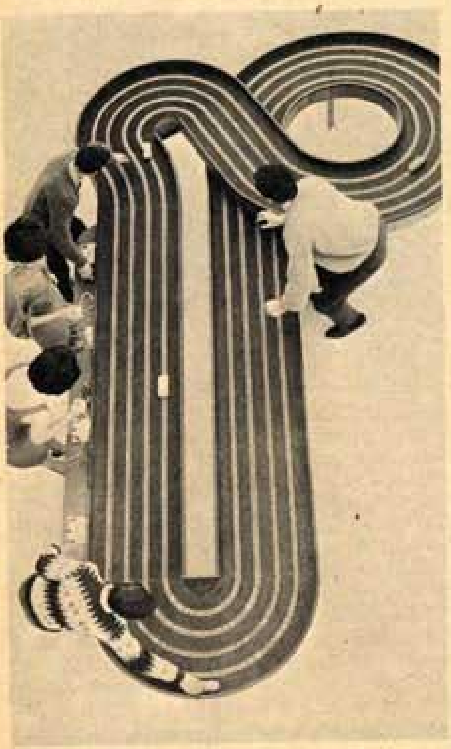
The newest car on the custom scene has got to be JO-HAN's 1/25 scale Olds Toronado. Comes complete with all the secrets of front wheel drive done in full detail; plus other goodies including: Hurst aluminum wheels, custom hide-away Cibie headlights, and the exclusive "Chrome Trim" kit for dressing up the body lines. Yours for the building at $1.49. Contact JO-HAN Models, Inc., Dept. MCS, 17255 Moran Ave., Detroit, Michigan 48212.



For realistic detail and concours-custom quality, it's hard to beat the new fleet of pre-painted slot bodies from Pactra. Three degrees of finishing are available to fit your budget: **'Painted'** (great finish, but without detailing); **'Super-Detailed'** (comes with decals, racing stripes and insignias); and **'Wild Custom'** (all of the above, plus lots of TLC): 14 different body styles to choose from. For stores and prices, write: Pactra Chemical Co., Dept. MCS, 6725 Sunset Blvd., L.A., Calif. 90028.



Controlled braking power is the big bonus with the new Strombecker battery-operated slot car stopper. Retailing for $5.95, the variable-voltage (0-3 volts) power brake operates on two "C" size flashlight batteries, and comes with a convenient 3 conductor phone-plug input socket and phone-plug outlet. Just twist the little dial, and you can out-stop anything on the circuit.



Put a commercial size track in a home size racing room. All the features of the giant Revell circuits have been squeezed into a roadway that fits in an area only 9 feet by 15 feet. Features four lanes, with individual power supplies and built-in brake terminals. It's called the "Professional" and looks great for home, school or club use. For more about it, write: Revell Raceway Division, Dept. MCS, 6840 La Tijera Blvd., L.A., Calif. 90045.

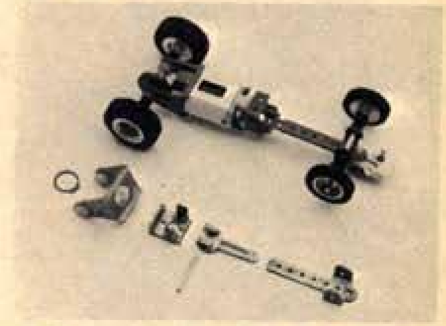


Monogram's Big Deuce has gone small scale. It's now called the Little Deuce (what else?) and comes as a 1/24 scale version of the popular 1/8th size street machine. Based on a '32 Ford roadster, it features a '60 Pontiac engine with six Stromberg 97 carbs, a removable top and four whitewall tires molded in soft rubber like-vinyl mounted on chrome mag wheels. You get the whole thing for just $1.50.



Something for the connoisseur collector: a gold finished 1911 Maxwell (authentic scale model, that is), mounted on a gleaming jet black porcelain ash tray . . . comes in a hand-finished gift box, with a green felt pad underneath the tray (shows class!). You'll find it in most stores that carry "Matchbox" products; or you can write: Fred Bronner Corp., Dept. MCS, 120 East 23rd Street, New York, N.Y. 10010.

10 grams (1/3 ounce) is all the frame weight you're carrying when you use the new "Lite-Line" assembly from Model Die Casting. Other features include: limited drop pick-up and front axle combination, full wheelbase adjustability, plus limitless body mounting techniques. You can slap it under your track terror for $2.50.



A complete guide to HO equipment made by Atlas — includes cars, controllers, power supplies, soup-up kits, track, lap counters, scenery and track-side buildings — can now be had for the small sum of 10¢. Just ask for the 1966 HO MOTORING CATALOG when you write to: Catalog Dept. MCS, Atlas Tool Co., 378 Florence Ave., Hillside, N.J. 07205.



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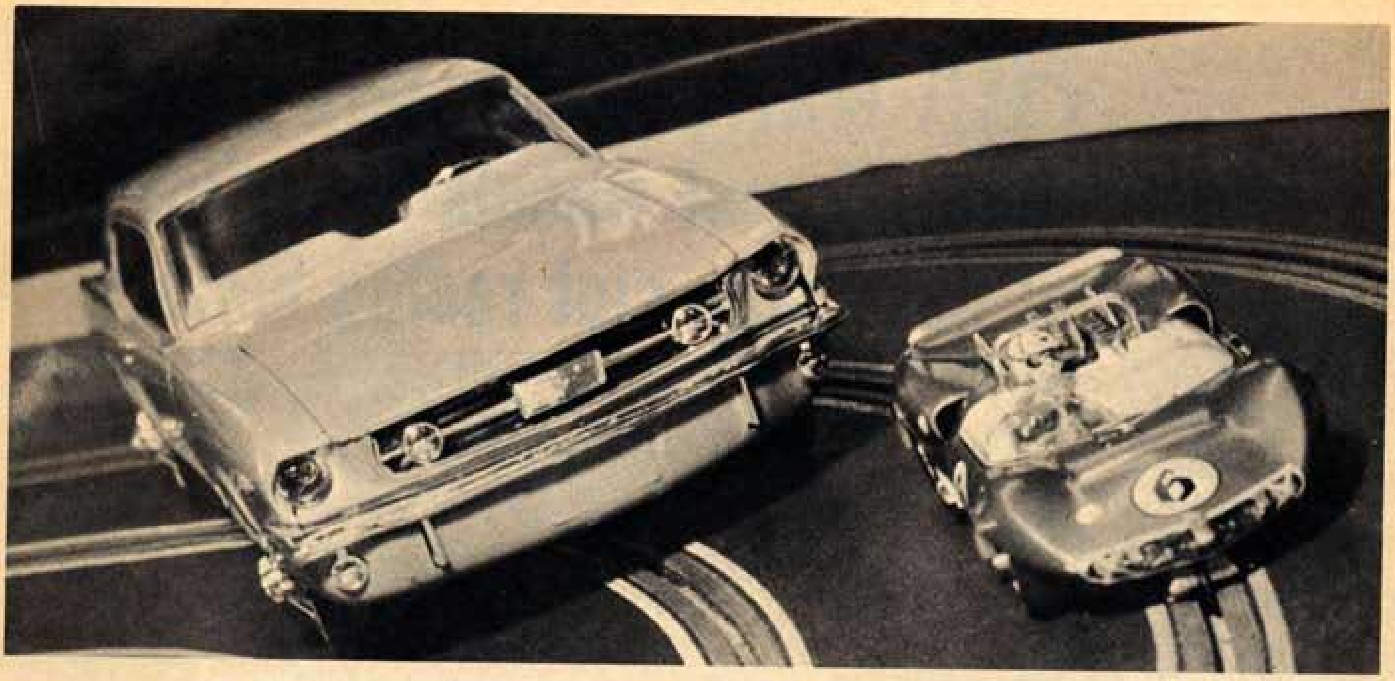
aj's National Raceways full line gives you a choice of wheels and slicks for every type of track, every kind of race, and every type of motor. A choice that assures you of winning performance every time! No matter what your need may be, you can satisfy it with wheels and slicks from aj's Raceways.

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Gas Car A Go Go

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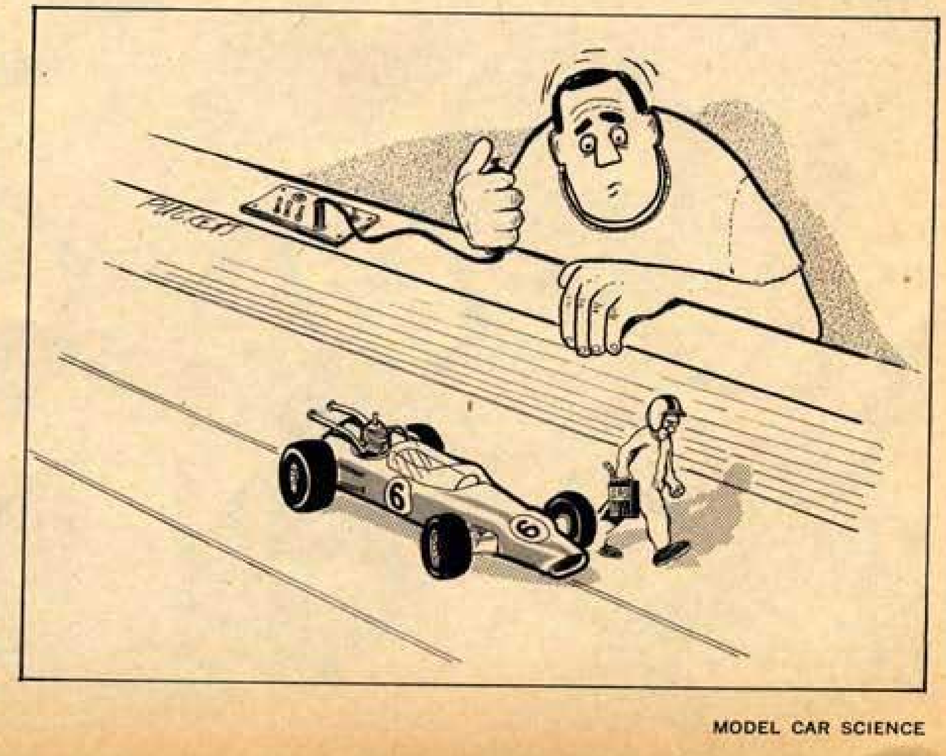
By GEORGE SIPOSS

Did you know that model car racing really began with gasoline powered units, back about 20 years ago, which raced on huge outdoor tracks? The only problem, with the old system, was that the driver had little or no control over the car once the big bad fuel burner was on its way. Then along came electric slot cars and overnight the "uncontrollable" gassies took a big dip in popularity. But wait! Is it possible to combine the advantages of gas racing (particularly realism), with the "control" of slot racing? Sure it is! And here's how you can do it.

The Cox Company, of Chaparral fame, puts out 1/20 scale gas powered cars, along with an outdoor "slot" track. Normally, the cars are run on a tether line or equipped with a guide shoe for charging around the huge circuit. Now, if you take a close look at the circuit, you'll see that the individual track sections are held together by slender metal ribbons running along the **inside** of the slots. Obviously, all one has to do then is work out a simple method of throttle control and the dream becomes a revved-up reality.

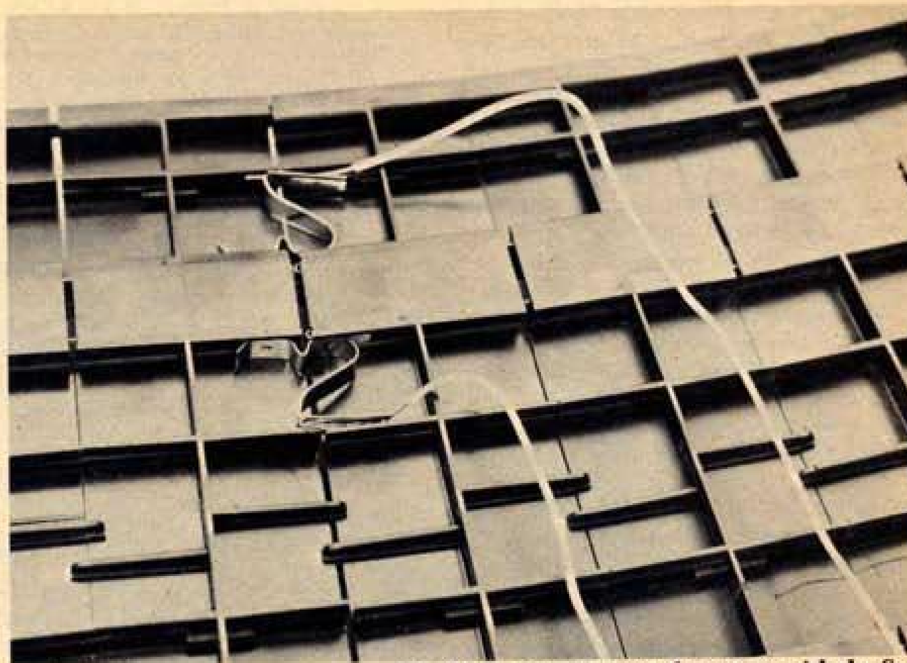
The first job in converting the gassies to thumb-control is to mount the slot guide under the chassis in the front. Then drill a 1/8 inch diameter hole through the shank of the guide and fasten a piece of pliable, noninsulated wire to the guide with a #5-40 screw. Just before the screw is tightened, secure the stripped end of a four inch long piece of insulated wire under the screw head. Bend the first wire so that it crosses over the front of the guide and runs back along the base for about an inch. Fasten a similar set of wires under one of the screws which holds the guide to the chassis. Bend the second noninsulated wire down along the guide also. Now insert the guide in the slot of a track section and bend the wires so that they rub up against the metal strips in the slot. These wires will be the electrical pickups, explained later in the article.

For the next step, purchase a six volt solenoid (also known as an "electro-





The secret to successful gas powered slot racing is the Cox Throttle Control. Just connect it to a six volt solenoid by means of a "bellcrank" lever. Varying the juice to the solenoid, you in turn vary the go-power of the engine.



The 37 foot road course that comes with the Cox gas-powered cars is a snap to wire up for electric power. Both sides of each slot is lined inside with metal strips. Simply connect a 12 volt battery to a set of spring clips under the track.

magnet"). You can find it in most radio supply outlets, such as Allied Radio (Part #76P318, $2.70) or Newark Radio (Part #62F1908, $2.20). Mount the solenoid just over the front axle as shown in the pictures. A couple of holes drilled in the chassis and the insertion of two screws will do the job quite adequately. Connect the free ends of the insulated wires to the solenoid terminals.

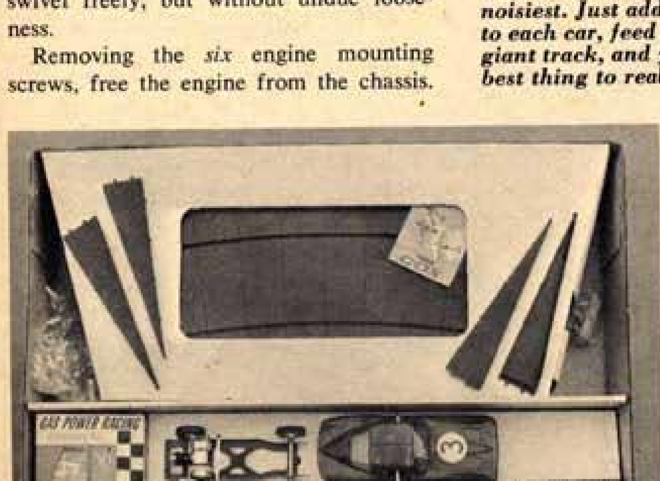
Follow the diagrams shown here to make the throttle control lever and supporting brass bracket. Secure the bracket approximately in the center of the chassis and mount the lever (called a bellcrank) on top of it with a #5-40 screw and washers. The bellcrank should swivel freely, but without undue looseness.

Removing the *six* engine mounting screws, free the engine from the chassis. Attach a Cox Throttle Control #2450 around the lower part of the cylinder. I would advise you to remount the gas tank on the crankcase (by removing the *four* screws in the gas tank and reassembling the parts in the manner shown in the pictures), so that the cylinder points forward. Make sure that the slider bar in the throttle control slides freely without binding. Use only the two half round castings, the slider and the little bracket at the end of the slider; discard the other components in the throttle control kit.

Now, using stiff wires (i.e., bicycle spokes), connect the solenoid plunger to one arm of the bell crank and another wire from the other bellcrank arm to the slider. A spring might have to be used to return the plunger to the "out" position when not energized. The "out" position corresponds to the *slow* running position of the throttle control, while the energized position should let the motor run *fast*. Simply bend and adjust the wires until these positions are smoothly achieved without binding. All that remains now is to connect a power supply (12 volts power pack or battery, exactly the same as electric slot cars use) and switches to the track and presto . . . you can control the speed of the cars while they are running.

I use a small "Micro" switch to energize and de-energize the solenoid. The switch is hand-held and works somewhat like a slot car hand control without the

Here's slot racing at its fastest and noisiest. Just add a speed control device to each car, feed some juice to the giant track, and you've got the next best thing to reality.



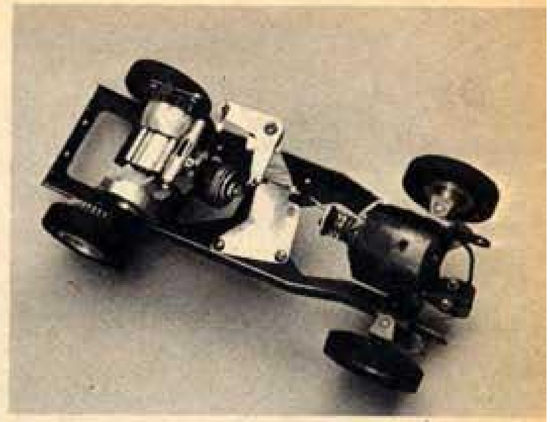


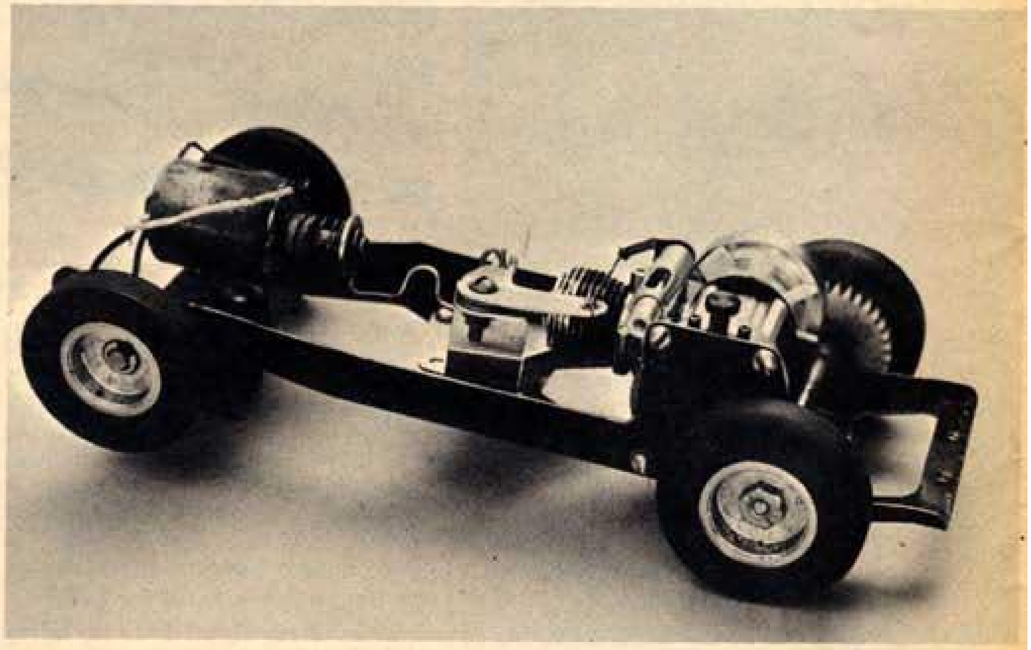
rheostat (e.g. you are either "full on" or "full idle"). No wide range of control is required as the basic idle speed can be adjusted by bending the bellcrank wires until it is just right to negotiate the track turns. The car runs at full speed along the straight until you approach the turn; release the switch and the car slows down as it enters the turn.

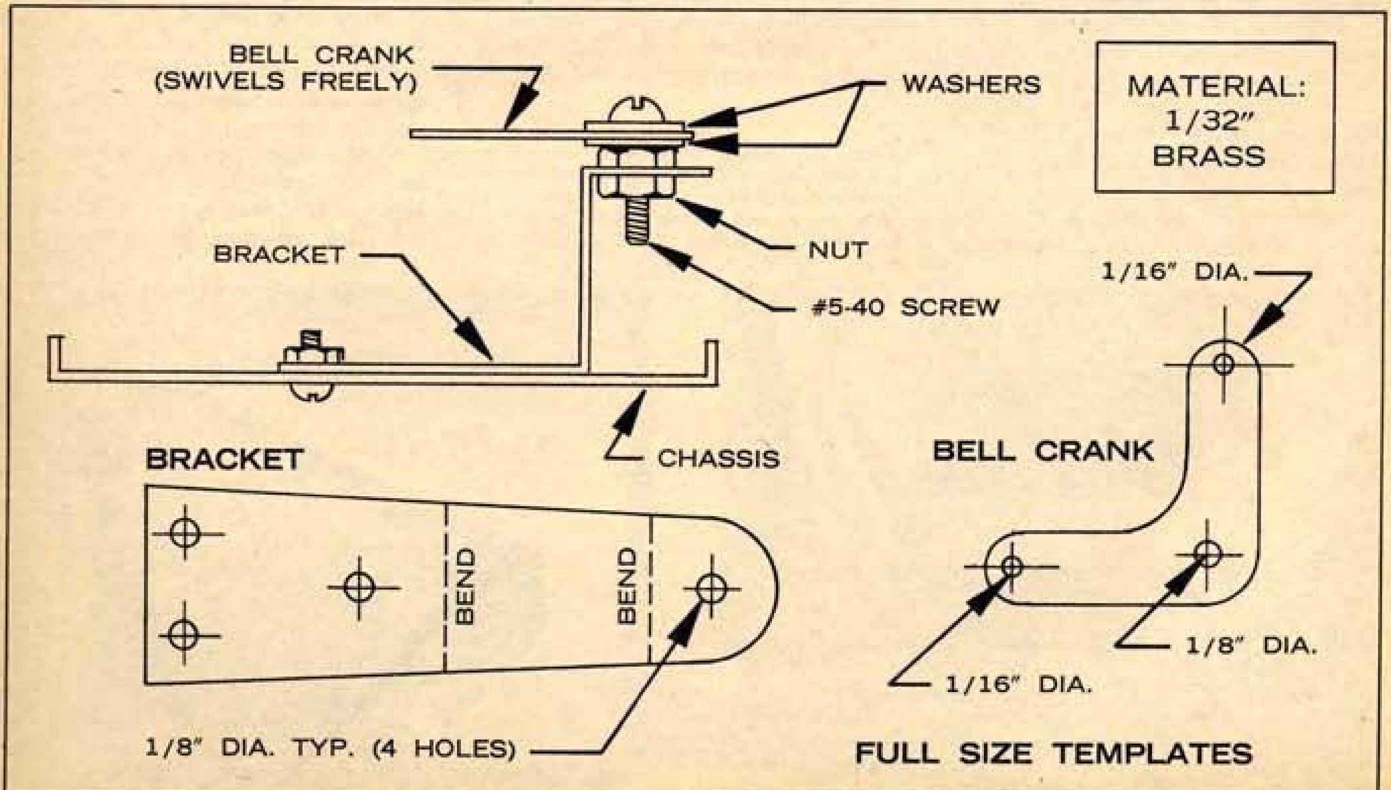
Some words of advice. I recommend that you use the solenoids listed here. They can work well on 6 volts and the voltage reaching the car on remote sections of the track may be considerably less than the power pack 12 volts. The hand control could be a simple switch like a bell button; however, the solenoid draws a hefty current so a higher rating switch is recommended. Unless you are prepared to do quite a bit of wire bending and adjusting, use the cylinder-forward setup as described here and leave the seats out of the body shell to make room for the cylinder and mechanism. You can add weight to the rear, if you think it needs it, behind the axle on top of the chassis. A rear guide can also be used, but it is "unsporting" in purist racing circles. If the cylinder is kept pointing to the rear (as supplied by the factory), you may have to remove some metal from the bottom of the throttle and the center of the axle, and you may even have to redrill the motor mounting holes to allow the cylinder to tilt up a little bit. Repositioning the crankcase is quite simple, if you just remove the four screws from the rear of the gas tank, and (keeping the needle valve upright) rotate the cylinder 180 degrees. The pictures and diagrams should be self-explanatory.

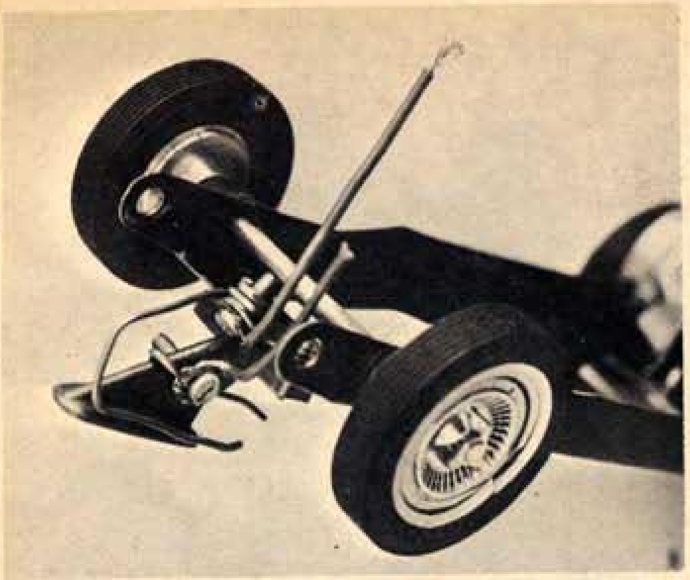
If the whole job seems a little too involved, please don't hang it up. For just a few hours effort and a reasonably small slice of green, you can have a slot track that honestly beats anything around for realism. Go gas car and you get the fuel-burning roar of real racing.

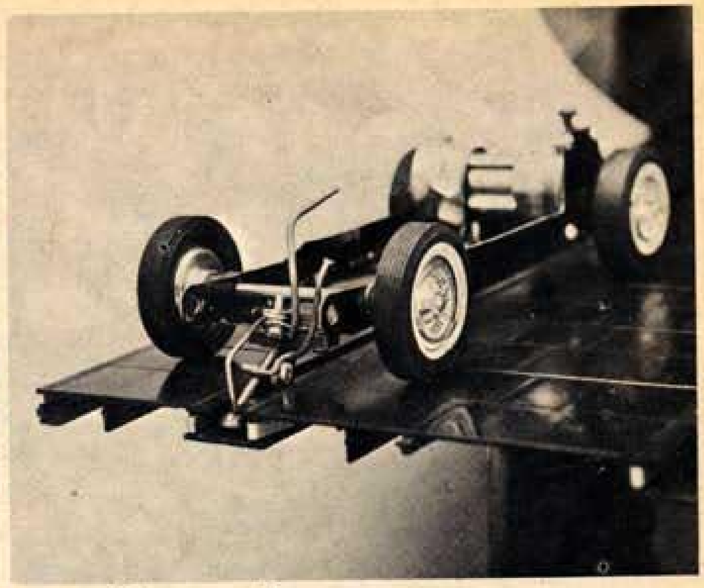
A piece of stiff wire connects the solenoid plunger to one arm of the "bellcrank" lever; another wire runs from the lever to the throttle slider. Note that the engine has been remounted with the cylinder pointing forward.



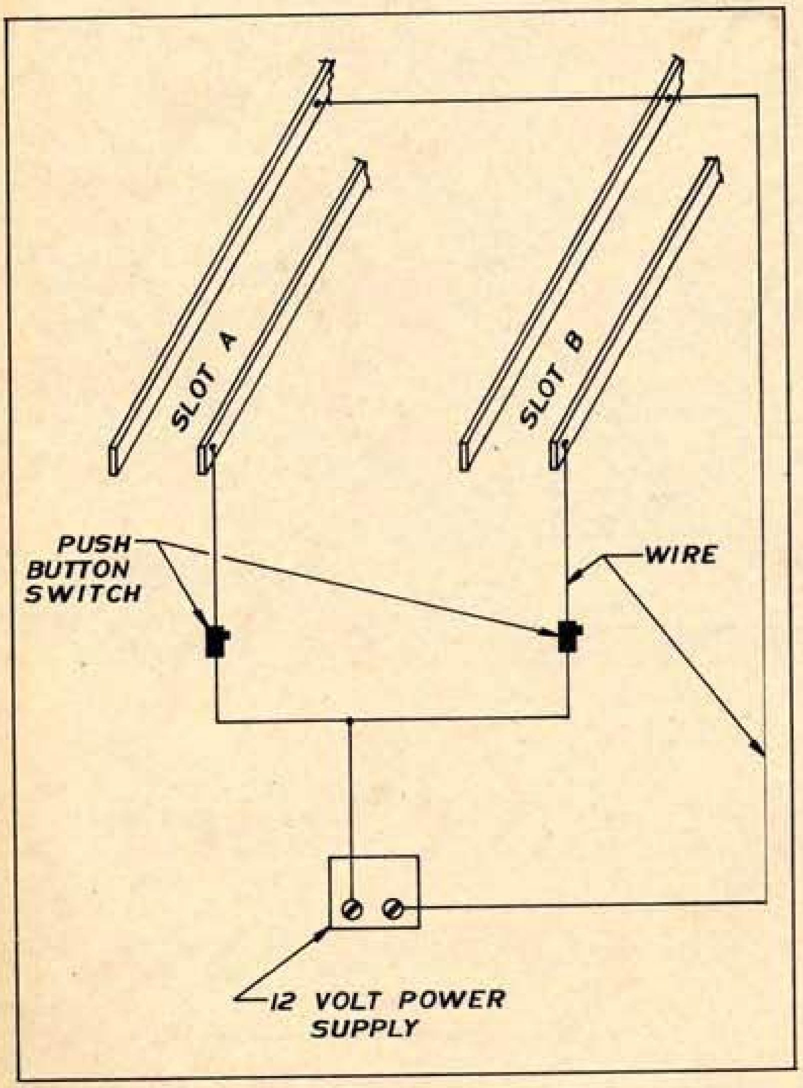


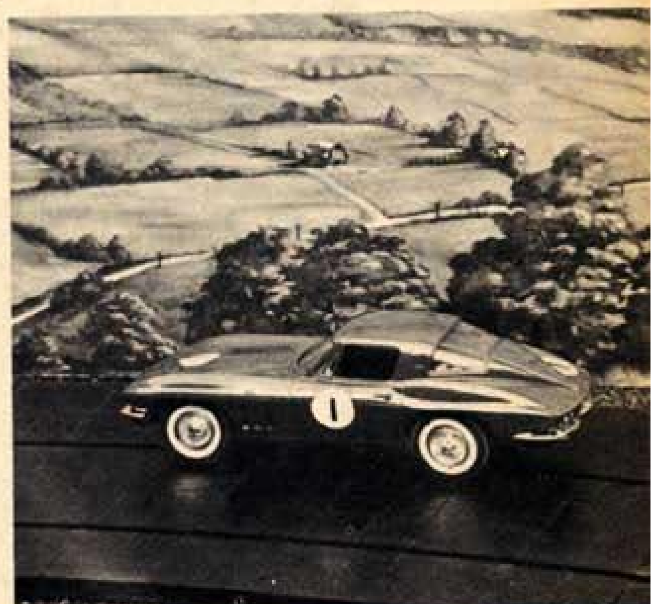


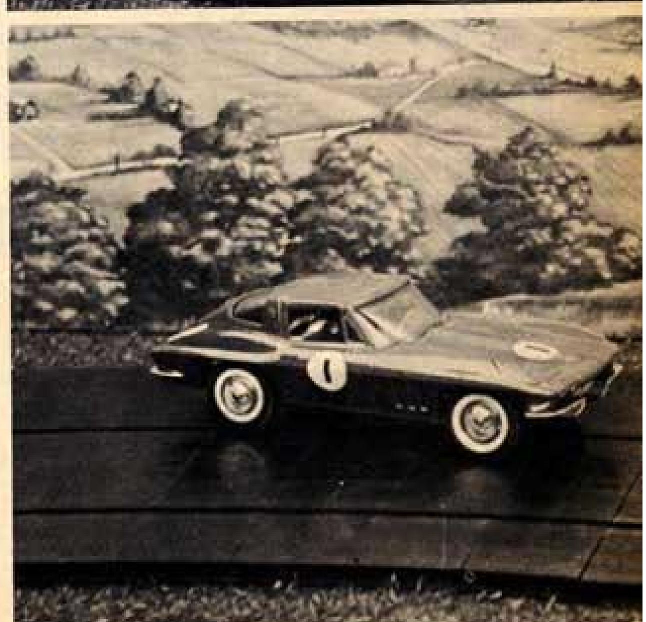




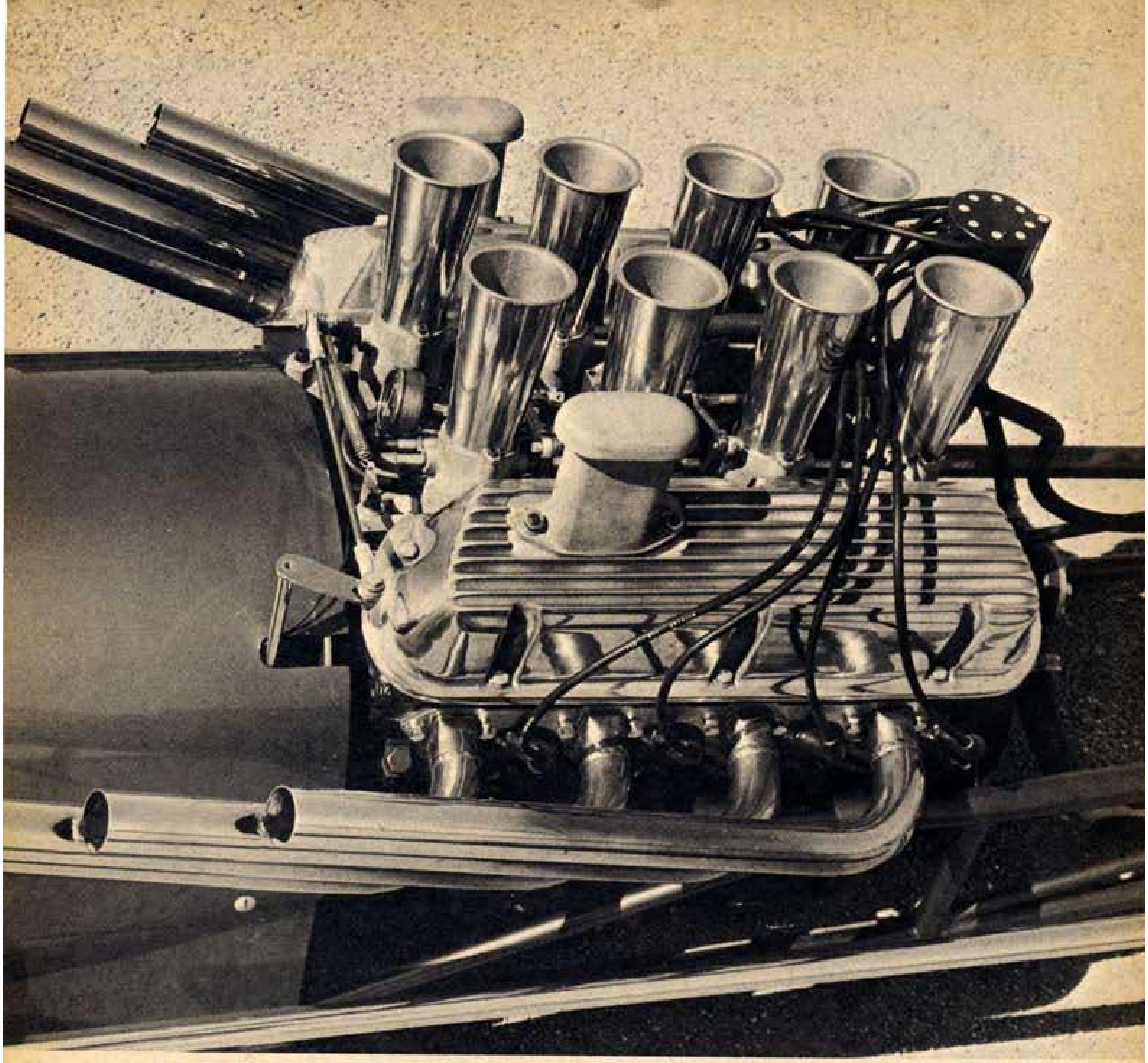
The guide shoe that comes with the Cox gassie can easily be converted to carry electrical contacts. Two small pieces of pliable, noninsulated wire are mounted to the shoe; they're connected to two strips of insulated wire which feed power to the solenoid.







So, what do you get for your time and effort when you go gas car? Firstly . . . the sound of real racing; secondly . . . a big brute of a car to detail; and lastly, but not leastly, so much power that your thumb gets a real workout.



Compare this Fairlane engine to drawing "B." Actual photos of real engines really help when you want to do accurate detailing.

How to wire an engine

When it comes to building a "complete" custom model, many would-be master builders get hung up on the front end. But they don't have to anymore. Here are the inside hints on how to win points in the power department.

BY MARC CARNELLO

Let's face it fellas, even with a gorgeous paint job, pin striping, first class upholstery, and super detailing, a model just doesn't have that "final touch" until you wire the mill.

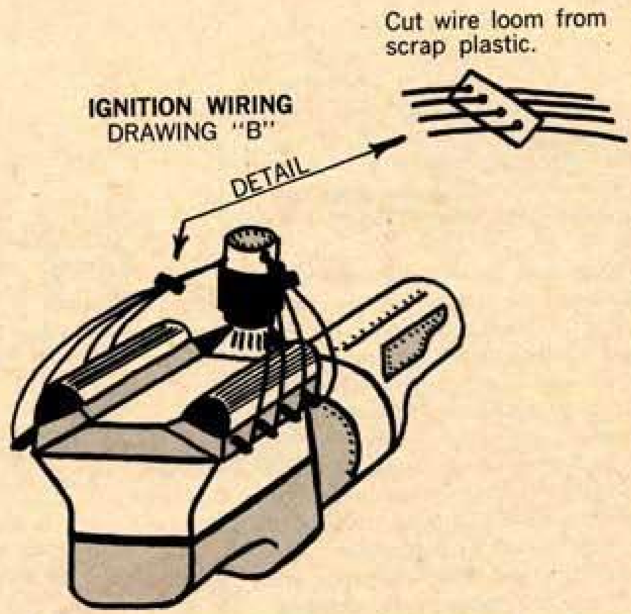
We get dozens of letters per week, regarding engine wiring. It's simple in principle, and takes little more than patience in actual practice, to accomplish a first rate wiring job.

What tools do you need? A pin vise and a set of small drill bits is first on the list. I'd pick up an X-Acto #321-d precision chuck set, priced at $2.75, and their #11-ST carbon twist drill assortment, priced at $2.50, to start with. You can get off cheaper on the pin vise if you want. X-Acto makes a $1.00 job



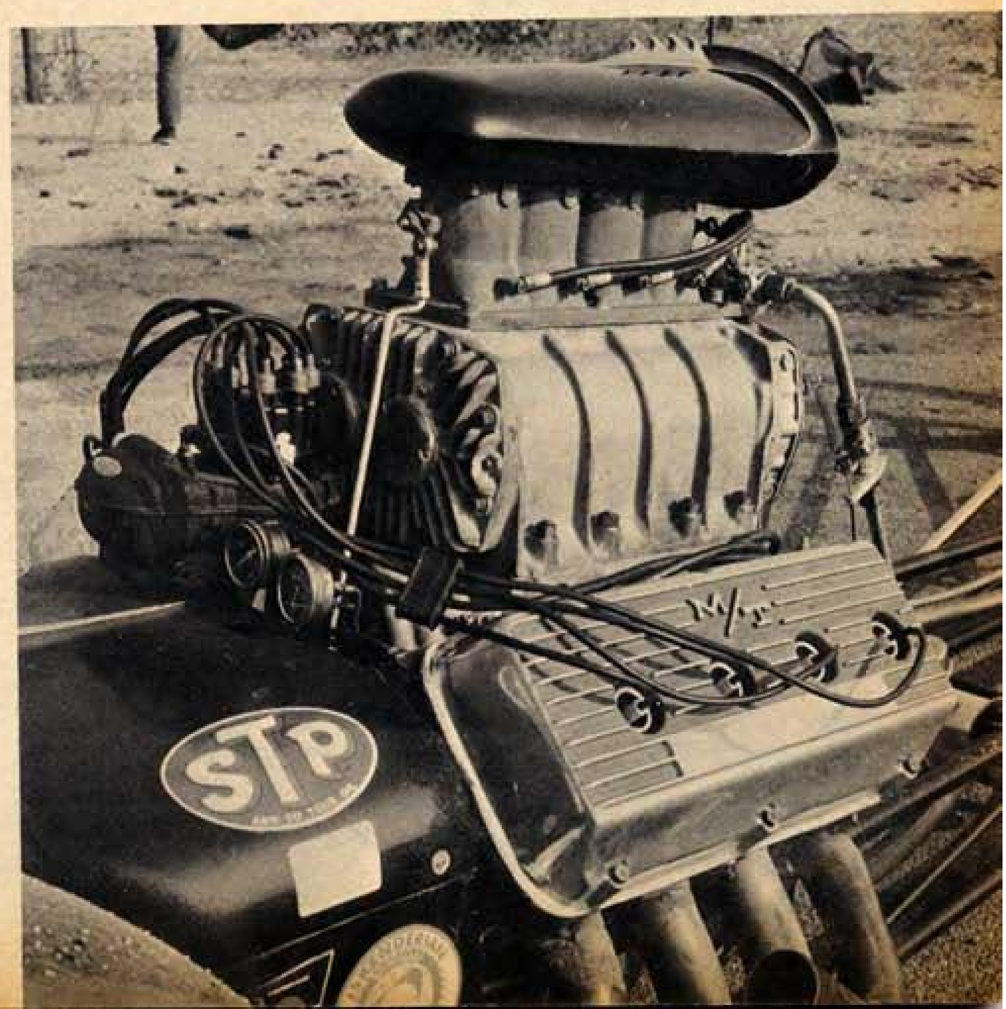
Drill a small hole through the distributor or magneto. Insert four long pieces of copper wire through this hole. Don't glue them, it's not necessary, and less "sloppy." You can obtain this copper wire by removing the insulation from a piece of stranded electrical wire. An individual strand makes an ideal plug wire. Unlike string, it does not have that "fuzzy" look, when you are finished.

You can also drill an individual hole for each plug wire, in the cap of the distributor or mag, but usually it winds up looking less neat than the "one hole" method.



Run each wire to a spark plug. Poke it in the open end of the hollow piece of tubing that you are using to simulate plugs. Glue in place, as shown in drawing "C." Now paint each plug wire with a small brush and black bottle enamel, so it will look like rubber. If you like the bright neoprene wires, paint them red instead.

The wire loom, as shown here, can be made of scrap plastic. Refer to the detail insert of drawing "B."



that's good – #21-DST.

While you're at it, better pick up a good hobby knife, such as X-Acto's #1, priced at 60¢, or Strombecker's #7025, 49 center.

A long nose pliers makes handling the small wire a bit easier. You can find these in most hobby shops. Some sandpaper and a three-cornered jeweler's file just about takes care of your needs.

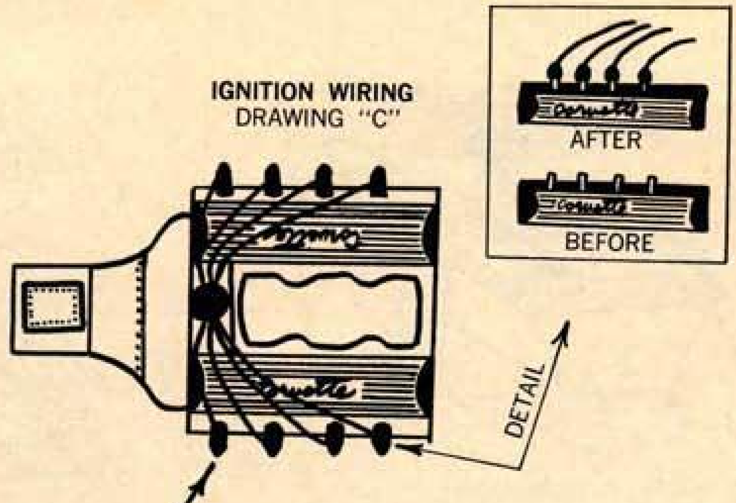
We felt that the drawings would be easier to understand than photos. We've also included pictures of the real thing, so you can understand what goes where, a bit easier.

Thread is commonly used for ignition wires, but I personally don't care for it. If you'll strip the insulation from a piece of #22 stranded hook-up wire, you'll find ideal spark plug wires. An individual strand is just the right diameter for the average engine.

You can drill separate holes for each plug wire, in the distributor or magneto cap, but it's a great deal tougher, and looks no better than the single hole

method. Drawing "A" clearly shows how it is done. Use four long strands of wire, and pass them through the hole. Don't glue them, as they can't go anywhere once you glue them to the spark plugs.

Run each wire to a spark plug, for a trial fit. Cut the wires to the proper length, then glue them into the plugs. A drop of glue at the junction point of the plug wire and plug looks exactly like a plug cover, once it has dried, and been painted with black enamel. (See drawing "C".)



To obtain absolute realism, touch the end of each spark plug with glue. After this drop of glue dries, paint it black, to simulate a plug cover.

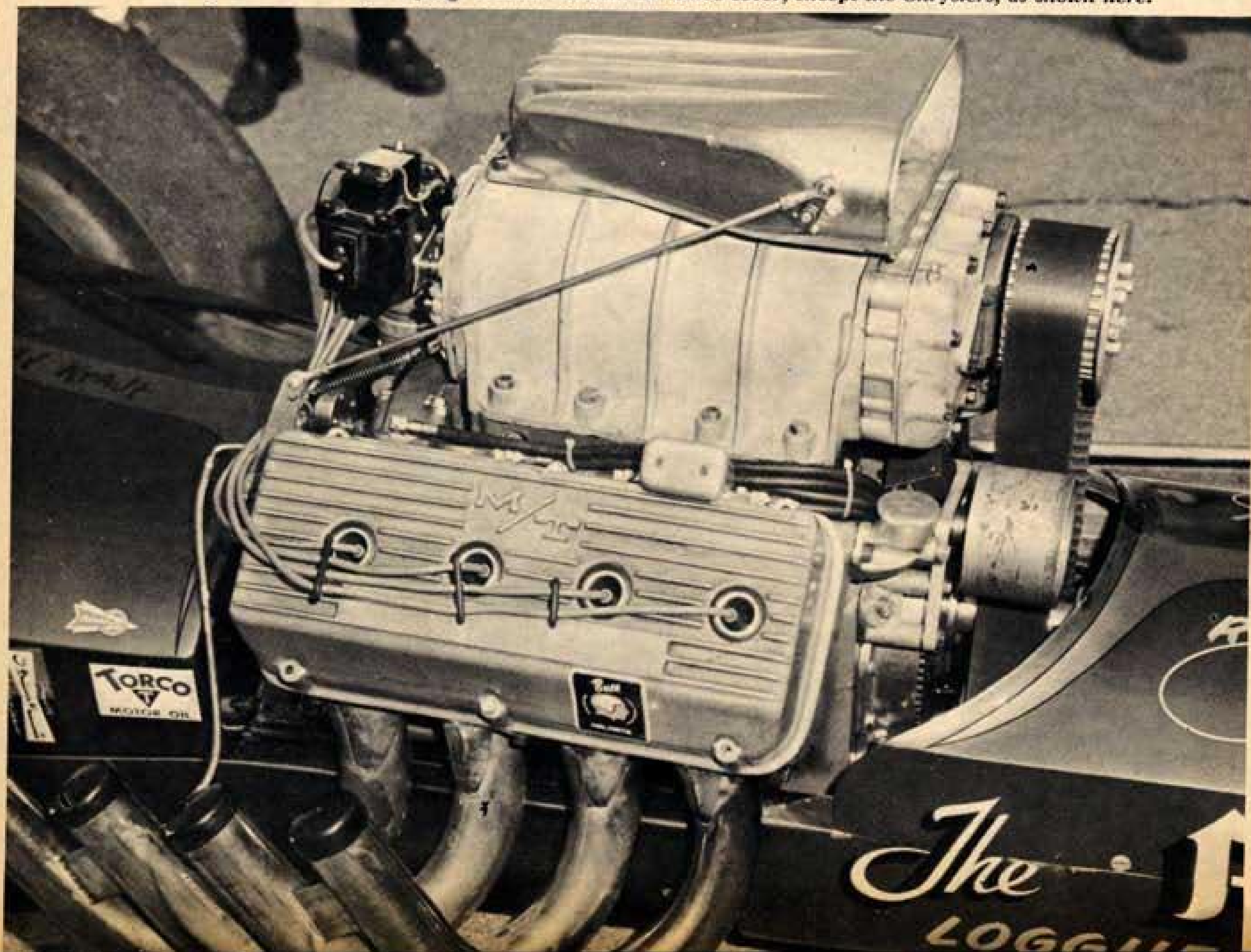
The plug wires should be painted with enamel, once the wiring job is complete. Red or black, depending on the "material" your wires are made of, should be used. If you are trying to simulate a neoprene-covered plug wire, paint it red.

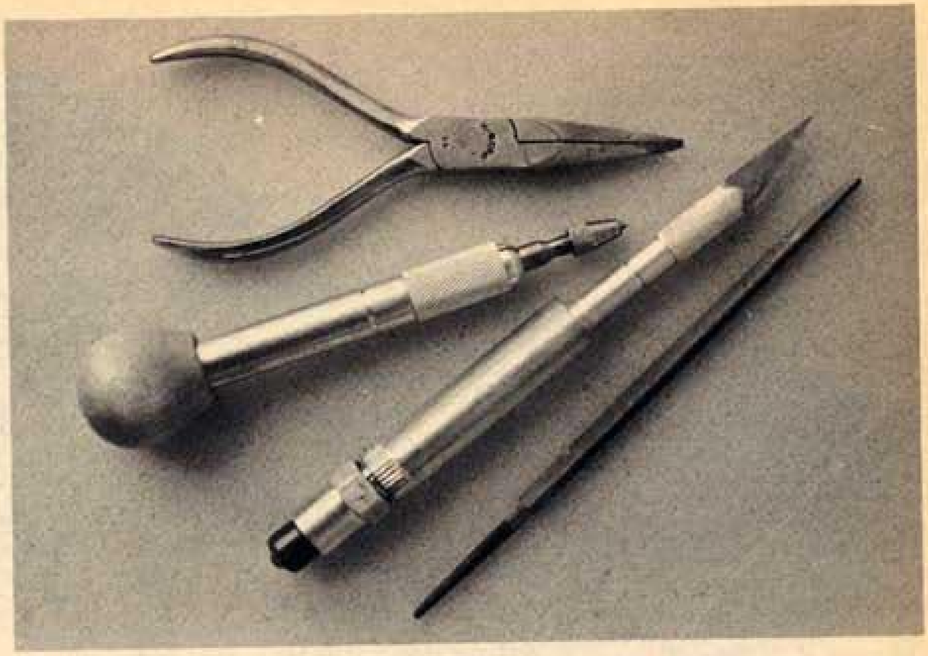
The spark plugs can be made from the smallest diameter copper tubing or rod that you can find. Cut it to the proper length, drill holes in the engine, and glue them in place. When the wires are installed, and the "plug cover" finished, they'll look great!

The fuel system is easy to build too. Most engine builders use a fuel block, which is merely a rationing device that supplies gas to each carburetor in equal amounts, and mount it on the firewall.

Fuel systems, no matter what kind, follow this pattern; From the fuel tank, run a hose to the fuel pump, and from that to the fuel block. Now, if your engine has two carburetors, you must run a hose for *each* carb, from the front of the fuel block into the side of each carb. All hoses are attached to their individual components, simply by drilling a

Most engines have the spark plugs located beneath the valve cover, except the Chryslers, as shown here.





These few hand tools make up your basic "arsenal." More than tools, it takes patience *and careful craftsmanship, to wire an engine.*

small hole, then touching the hose with glue, and inserting it in place.

Gas hoses are easy to make. Buy a short length of #22 solid core hook-up wire, with enamel or neoprene insulation. Remove the solid core and use only the hollow "hose" that is left. It's just the right diameter.

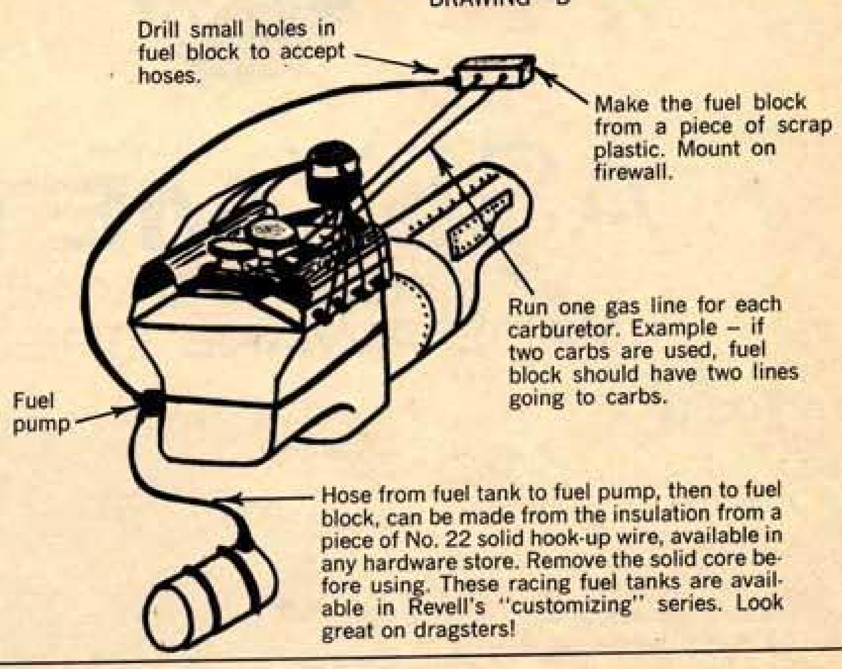
If you want to detail a specific engine, it's best to take a look at the real thing! If it's a stock engine you're building, there is really no problem. Some one you know probably has the car you need information about. Just ask them if you can see the engine!

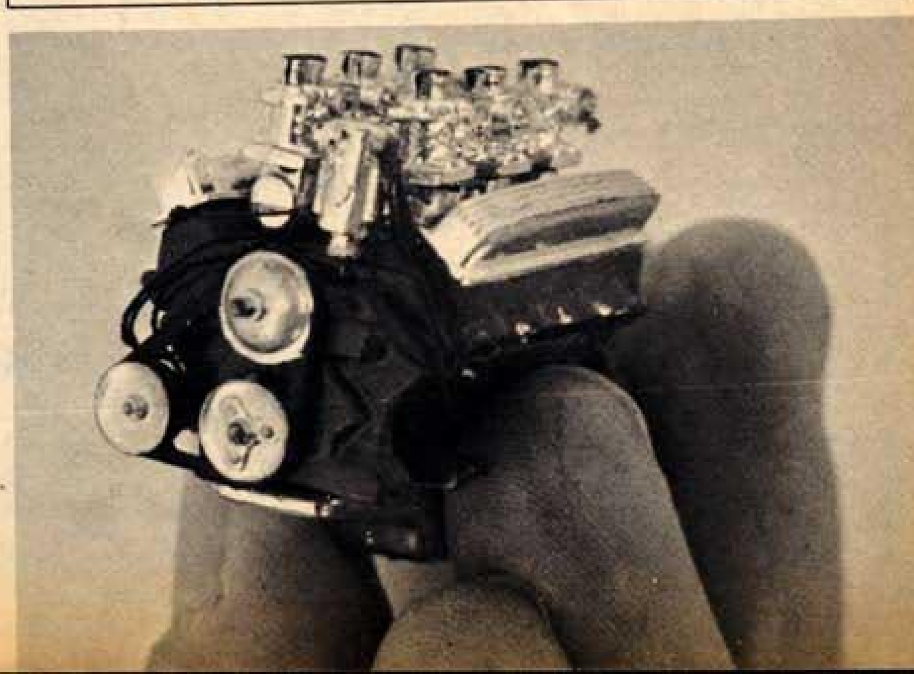
If you're detailing a racing engine, it's a bit tougher! Usually you can't get close enough to the machinery, at the drags, to get a close look. The answer then, of course, is to buy a magazine such as POPULAR HOT RODDING, which sells for 50 cents. They've got fantastic photos of engines in every issue.

Remember one thing. Don't be afraid to experiment! For instance, most engine kits, such as Revell's series, come all chrome plated. Some paint is definitely needed. While certain accessories *should* be chromed, such as the valve covers, air cleaners, etc., items such as the engine block look magnificent when painted bright red! Also, the area between the fins on the valve covers look sharp in red too. It's so easy! Use a fine pointed brush and paint the face of the valve cover. You needn't be overly careful not to get paint on the top edge of the fins, because all you have to do is wipe the top of the fins with your finger, when you're done painting. The paint will come right off the slick chrome surface, leaving only the paint between the fins.

That's about the story, guys. Let's get busy and finish off that model with a clean job of wiring. It's a ball!

CARBURETION DETAILING
DRAWING "D"





You needn't stop when you finish wiring. This fan belt, for instance, was made from a piece of rubber band. Looks sharp!

Photos by DON CULP and JIM THROGMORTON

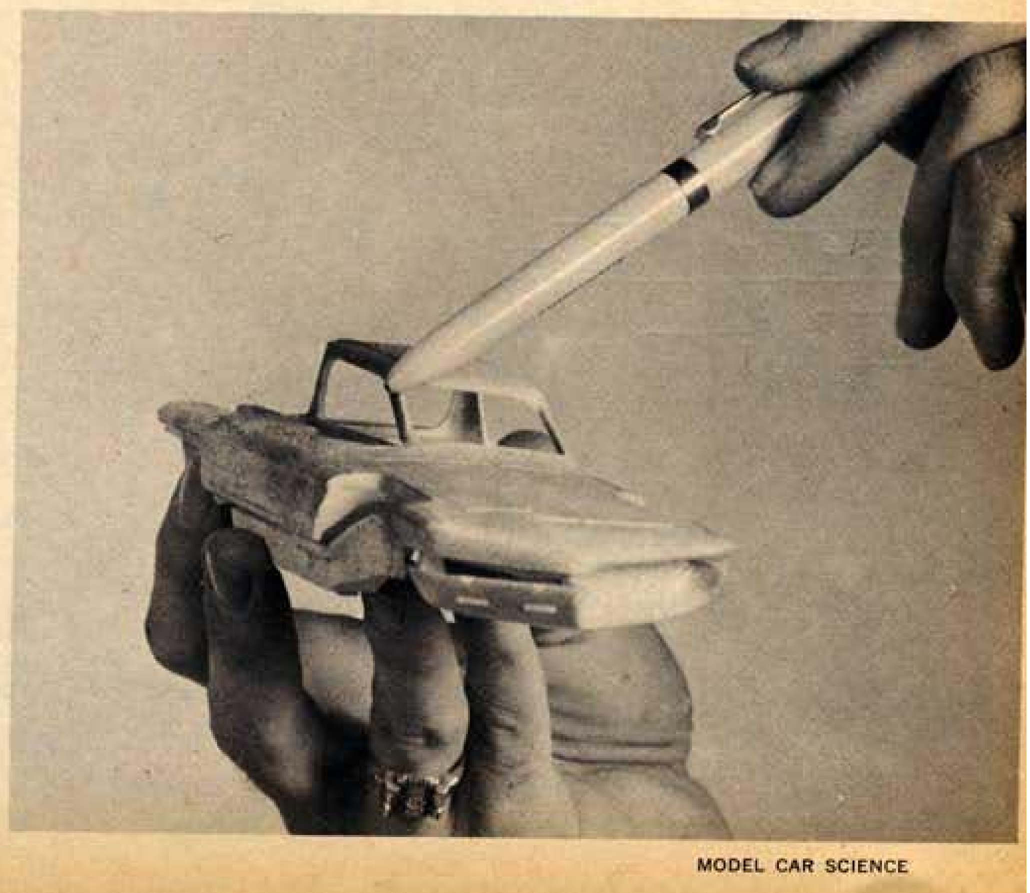


ASSY METRO:
OR, HOW TO WHIP UP A WIDE AWAKE DREAM ROD.

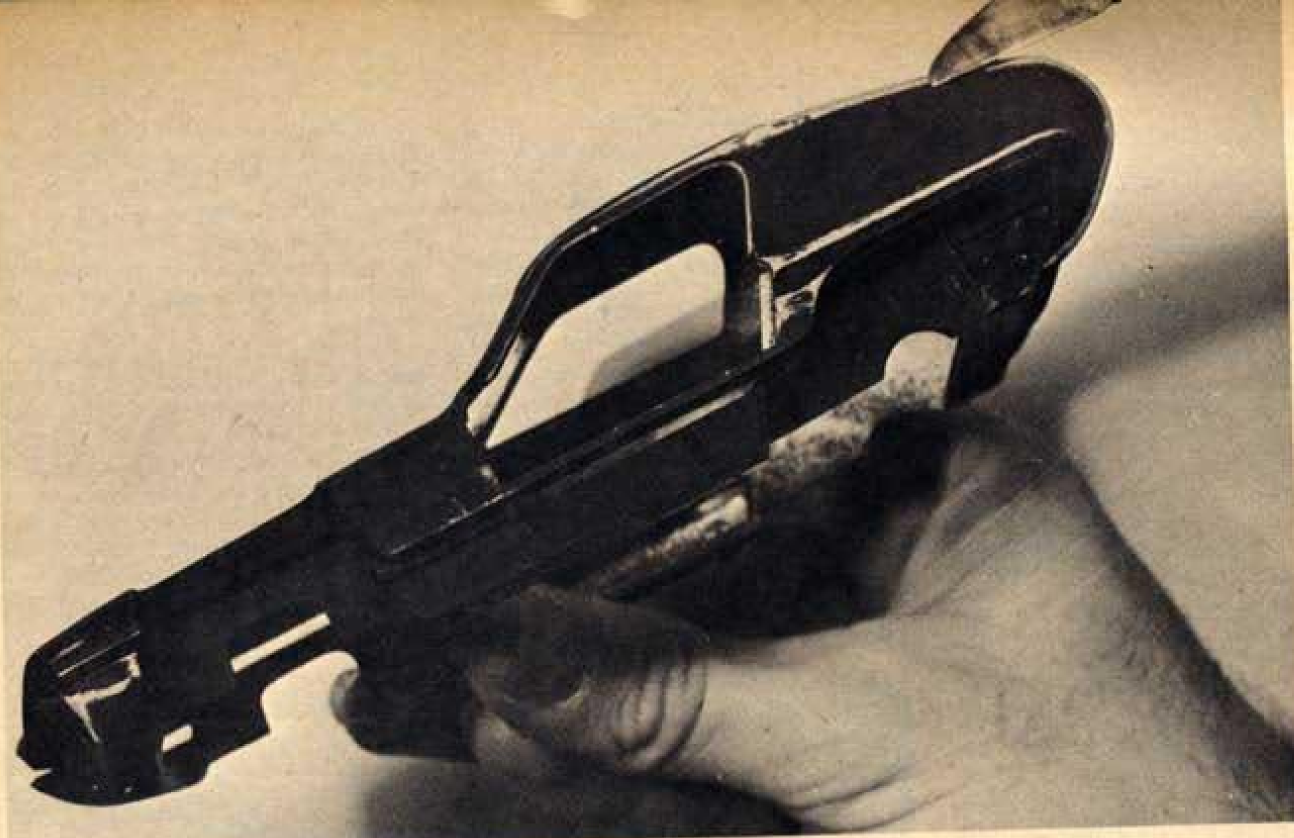
By DON CULP

It's no news that weird and ghoolie body designs draw the biggest crowds at any custom car show. Today, as never before, more and more custom buffs are looking for something really wild when it comes to deciding what's tops (oops, we mean, boss, gear, groovus, etc.). Even the stock yards of Old Detroit are showing the custom influence; that's why they're turning out such winners as the Mustang, Marlin, Charger, Toronado, Mako Shark, and Avanti, to name a few.

In the scaled-down world of model building, going full custom is nothing new. But, contrary to what's happening on the full-size scene, the emphasis seems to be on out-of-sight drag



The major customizing efforts will be limited to the top, rear deck and rear fenders. Here we have sectioned the roof and moved the right top door panel over to the center, filling in the body gap with sheet plastic and putty.



The asymmetrically stlyed rear fins are first shaped from cardboard and then cut from plastic. Here the left fin runs down and back into the rear rolled pan.

machines, instead of show cars. Now while we've got nothing against the dragsters, we can't help feeling that they're not really with it; especially when you consider that they all look alike. Just about the only difference (and the only real challenge) that a builder can squeeze into a speedmobile is in the detail dapartment. After all, a dragster is a dragster . . . but a full custom, on the other hand, is whatever your little reworking heart desires. To show you what we mean, let's take a kit and go really wild with it.

AMT's Dream Rod model is a 1/25th scale hero when it comes to customizing possibilities. Although it's pretty wild looking when built just stock, you should see it as a hairy asymmetrical one-seater. That's what we're going to work up, as we hack and putty our way through the photos. For want of a better name, we dubbed it the "Asymmetro." And as something to help you kick the dragster habit, we personally think it's a hard rod to beat.

Since the Dream Rod comes with an asymmetrical theme already built in, we'll leave the front end stock and limit our reworking to the top, rear end and



The top of the roof shown here was extended with sheet plastic. Cut the plastic at an angle and give it a one-sided flow to right side of the car.



To contrast with the left side, the right fin reaches back only to the edge of the rear deck, where it curves outward slightly to blend with rear fender lip.

sides. To begin the operation, we'll section the roof in half (this is best done with an Auto-Matic Cutter, available from Auto World for $3.95). Cut away the right half of the roof and move the top of the right door panel over the center. Fill in the gap in right side of the passenger compartment with sheet plastic cut to fit. Smooth out the seams with body putty.

A small change that makes for a big difference is to add a pair of non-matching fast-back fins to the rear deck. They can be made to any size and shape that you'd like. To begin, cut them from cardboard stock and check for fit and appearance. Later they can be traced onto a piece of sheet plastic.

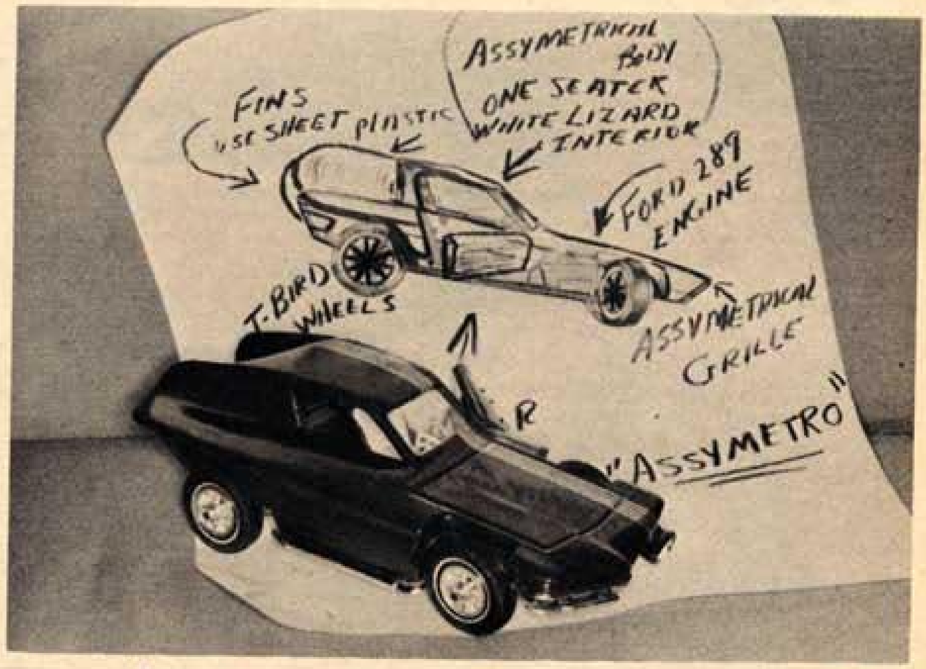
The fins are designed here with completely different flowing lines to highlight the asymmetrical theme. The left fin runs from the rear of the door post back and down to the rolled rear pan. The right fin, in contrast, extends only to the extreme edge of the rear deck. There it curves outward slightly along the bottom to blend in with the right rear fender lip. The seams should be filled with putty and sanded smooth.

As you can see in some of the photos, the top of the roof has been extended with sheet plastic. Cut the plastic at an angle and give it a one sided flow to the right side of the car. That completes the major reworking steps; now it's time for the interior and the finish.

Inside the single seat cockpit, the base color used is flat black, with chrome detail and trim. The seats, door panels, and headliner are upholstered in real white lizard skin (eat your heart out!) for a little extra touch of pure class. Grey suede floor mats make for a nice contrast.

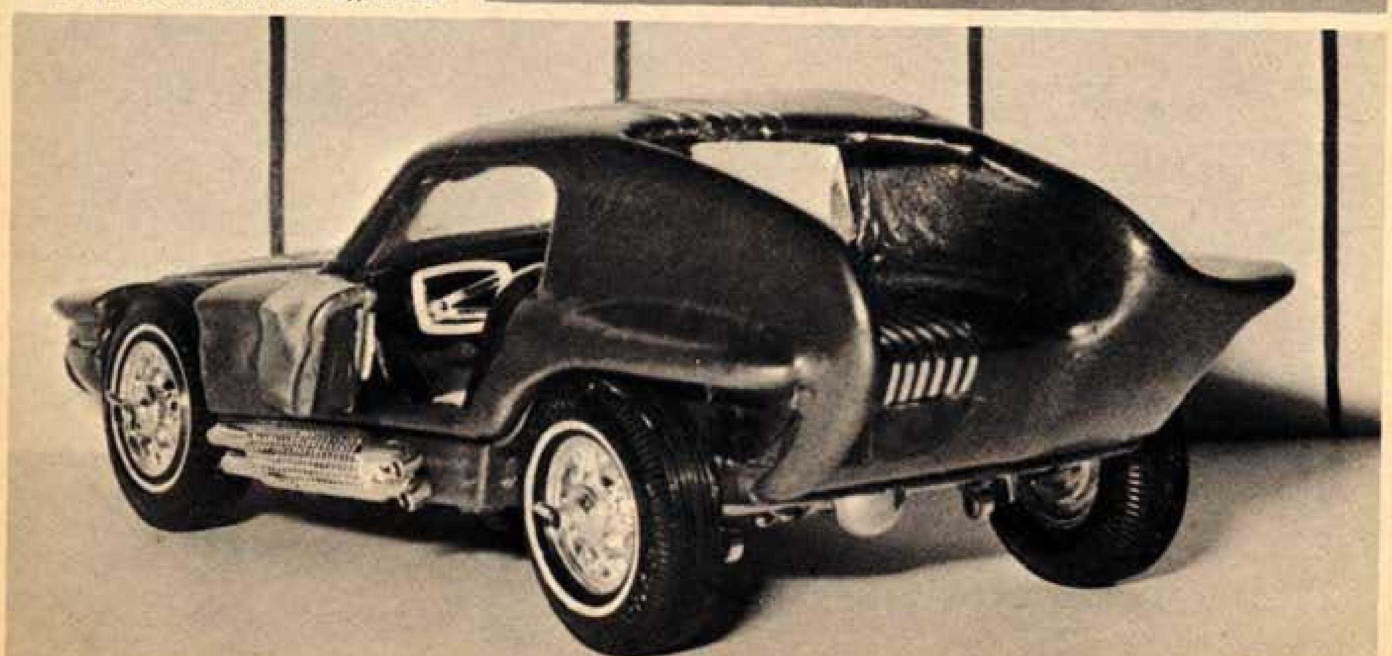
As for the finish, you'll get a really magnificent job if you do the following. First, apply one coat of primer, followed by two coats of AMT Burnt Charcoal for a striking base coat. Next, to plant a metalflake lustre deep into the finish, lay on one wet coat of Pactra Body Shop Lacquer (metal flake red). Follow this with one coat of Pactra Candy Wild Cherry, and two coats of their Candy Apple Red. Each coat must be allowed to dry and then wet sanded and rubbed out with car wax or compound.

Atop this high lustre finish, apply a coat of Pactra Silver Mist and two coats of clear. Silver striping tape can be added, but should be done so before the clear is applied. It'll look better and won't peel off. The final result is one very cool looking deep candy wine metalflake finish. To wrap the project up, add on the chrome goodies you want and don't forget to detail the engine and undercarriage.



The Dream Rod front end is left stock, and sports an asymmetrical grille with a single headlight pod on the left side and chrome bumper assembly on right.

Here you get some idea of the weird effect that can be achieved with the asymmetrical rear fins. It's just a small change, but makes a wild difference.



Slot Patrol



HERE'S JUST THE CAR FOR A **TURN MARSHAL** WHO REALLY MEANS BUSINESS

By GEORGE SIPOSS

Have you ever toyed with the idea of building a slot racer that has real *blinking* lights? Perhaps you want to build an ambulance or police cruiser for your slot track, and for utmost realism you want it to have a red light that goes off and on just like on the real car? If so, here's a simple system that will enable you to make your idea a reality even if you don't know anything about electronics.

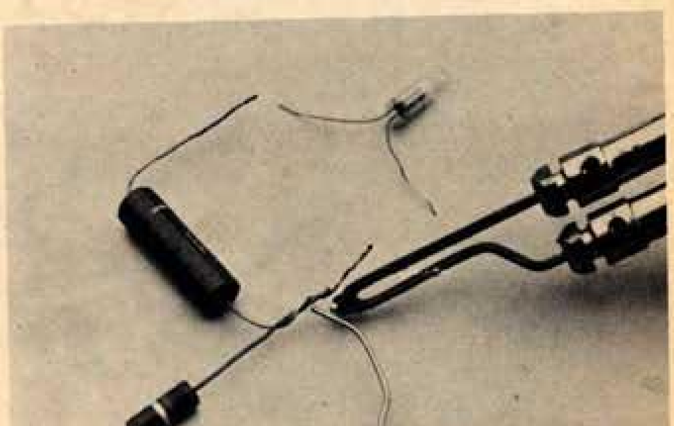
The basis of the blinker is a simple electronic trick called a "relaxation oscillator". Electricity stored in a small battery is fed into a capacitor, which in



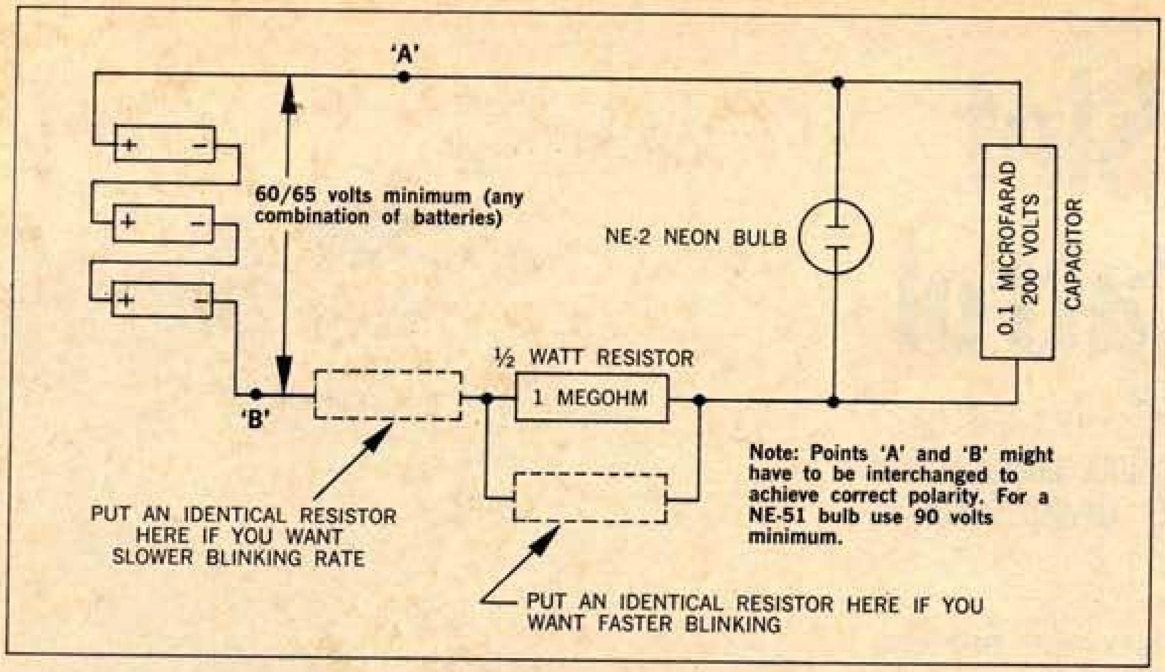
A pair of tweezers and a tube of glue are all that's needed to assemble the body of our T.M.'s patrol car. Only the body shell will be used, so say bye bye to the other goodies.



The neon bulb (center) is shown in correct relationship to the capacitor and resistor. Now don't let the fancy names, or the other tools scare you off; assembling the works is a cinch.



To hook up the neon bulb, twist the wires together as shown and apply a bit of solder to secure them. No switch is needed, as the blinker will last just about forever.



Slot Patrol

turn shoots it over to a neon gas filled bulb. The bulb flashes and automatically goes out until the capacitor is charged up again by the battery. The current consumption is limited by a resistor in the circuit. The value of this resistor can be changed at will and thus the blinking rate can be altered to suit your requirements.

In your nearby radio supply store you can purchase the parts at very low cost. The most expensive item will be the batteries. As for the other parts, the neon bulb is called NE-2, while the resistor is rated at 1/2 watt — 1 megohm, and the capacitor at 0.1 microfarad at 200 volts. The bulb costs about 12 cents, the resistor about the same and the capacitor is about 20 cents. Your scrap box will probably have some wires that can be used to connect these components as shown in the diagram. I would advise you to buy two resistors of the same value (1 megohm) for the following reason: The resistor determines how often the bulb will blink. If the rate is too slow, use the two resistors side by side (in parallel); on the other hand, if the blinker is too fast, connect the resistors end to end.

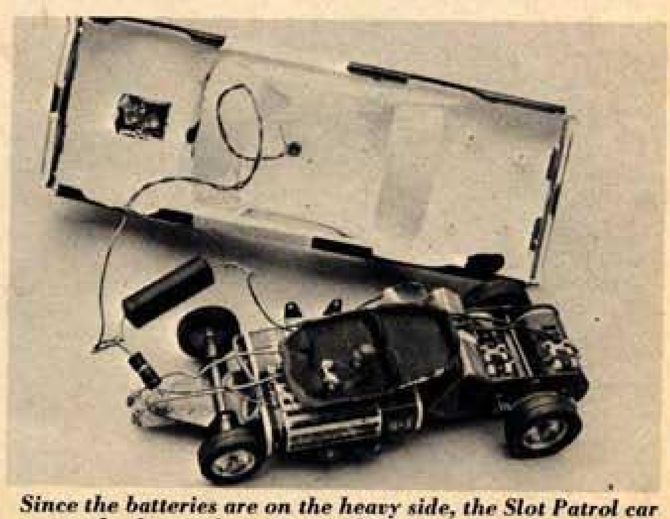


To mount the bulb, a hole is drilled in the top of the body and the bulb is cemented in place. A set of red plastic taillights are then glued around it.

Now for the batteries. The neon bulb fires at about 65 volts. This means that your batteries have to be connected "in series" to supply this voltage. I used two 30 volt Burgess batteries, plus a 9 volt transistor radio battery, all connected in series (69 volts). These batteries are taped to the chassis of the car. If space is at a premium (e.g. in an inline motor chassis) then get at least three 22.5 volt batteries (EVEREADY — 505 NEDA



For a power source, two 30-volt batteries and one 9-volt transistor radio battery are used. They can be secured to the chassis with electrician's tape or scotch tape.



Since the batteries are on the heavy side, the Slot Patrol car needs plenty of power . . . which it gets from the Buz-Co twin motor chassis assembly. For a bit of realism, a driver's platform will just squeeze in.

221) since they are much smaller. You can use any combination of batteries connected in series to yield up to about 100 volts. If you have plenty of room for batteries under the hood, I recommend going to 100 volts or over, and using a bulb called NE-51 which costs a few pennies more, but gives off much more brilliant flashes.

While the pictures in this article show one particular type of car, you can certainly use any kind of body or chassis as long as it has enough room under the hood for the batteries. I used an AMT 1966 Mercury for the body and only the body shell was used. The interior body parts (seats, engine, etc.) are not used for the slot racing version. A suitable hole is drilled on top of the roof to let the neon bulb come through. I used the four red plastic taillight lenses from the kit to shroud the bulb. These lenses are cemented in the form of a square on top of the roof. The blinker is thus red and very realistic. The decals came from the MPC 1929 Lincoln Gangster car and other decal kits. The front and rear body can be spray or brush painted black. The basic body color is white so it was left alone to resemble a police car. As you can see, the result is fairly realistic.

The batteries are quite heavy, so I needed plenty of power and space in the chassis. The most ideal combination seemed to be the Buz-Co twin motor chassis. This chassis has two 6-volt motors mounted in sidewinder fashion and they really come on . . ! The space in front of the motors can be utilized for the batteries. For body mounts use the mounts that come with this chassis. Other chassis, such as the older model Monogram chassis (No. SR1601-1/24 in-line) can be used with equal ease. For body mounts use International Engineering part No. 1308, price 59 cents. For long wheelbase bodies you might have to use a brass plate lengthener, which is bolted or soldered to the chassis halves to make up the correct length.

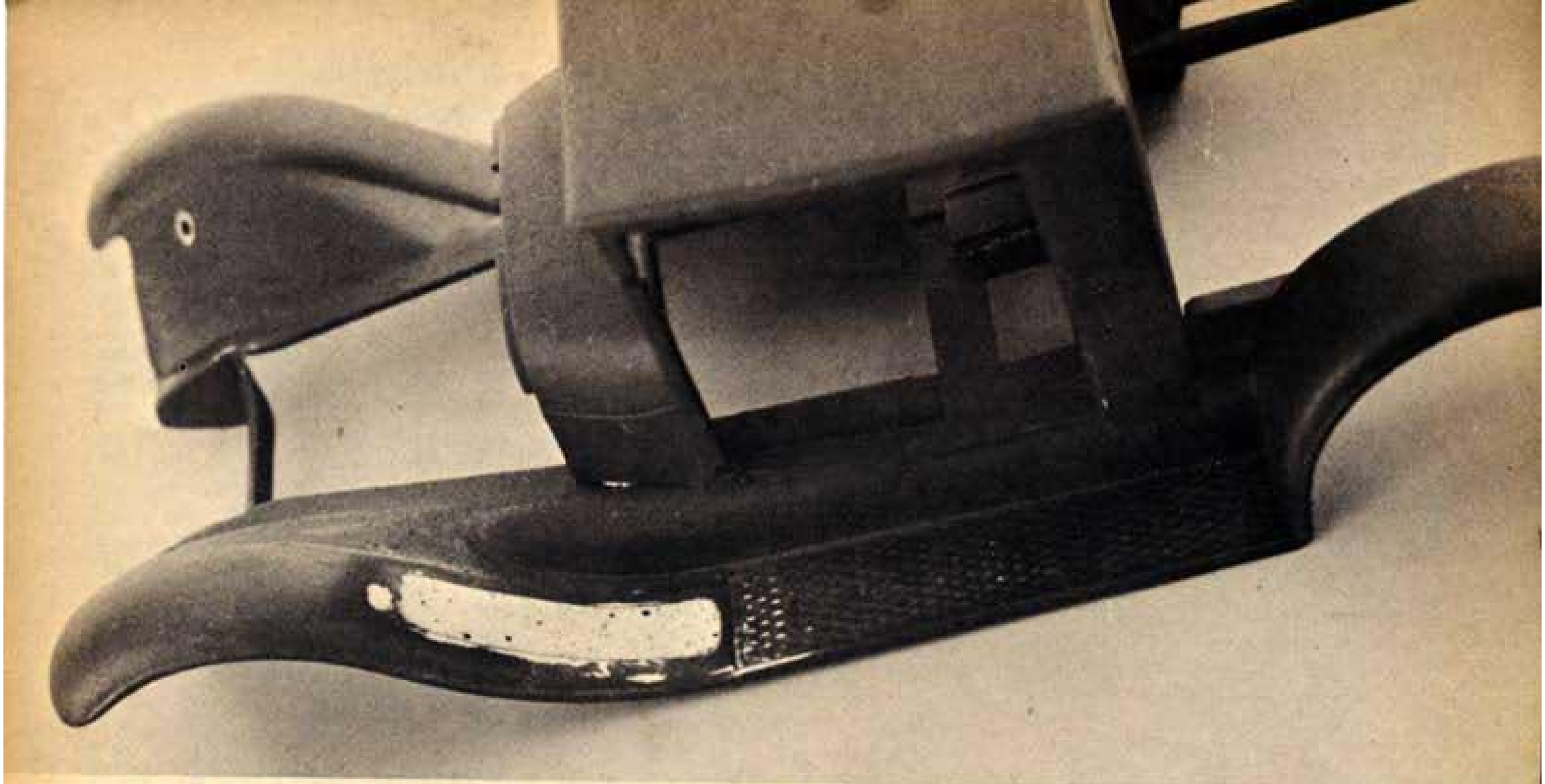
While the batteries are the major expense in this project, it is good to know that they will last for a *very* long time! Notice that there is no ON-OFF switch in the circuit. Just solder the parts together and the bulb will blink happily for weeks or months, day and night, without wearing out. I might mention that the blinkers made in accordance with this diagram can be installed into shelf models and are sure to win you extra points in a customizing contest.

The slot car with the batteries in it is obviously quite heavy and thus not as competitive as the ultra light racers of today. On the other hand, NOBODY will want to pass a police car . . ! Right?



It has to be admitted that our Slot Patroller isn't the most realistic machine around; but the bad guys know what it is when they see it moving through the traffic.

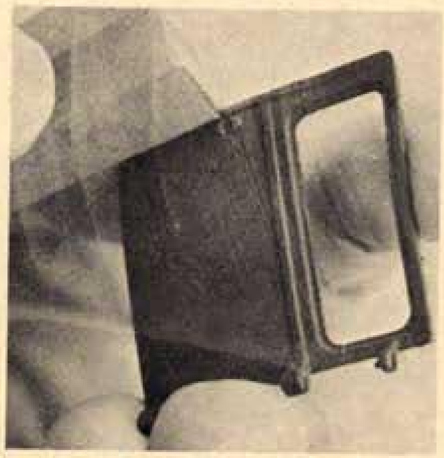




Fill the spare tire well with bits of scrap plastic, then body putty. When it's dry, sand it smooth, as shown here.

Project Pickup

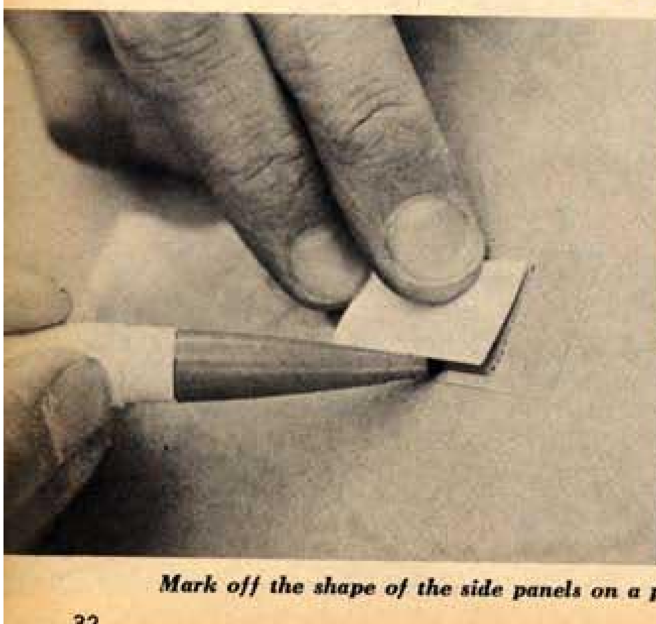
By GARY MILTON

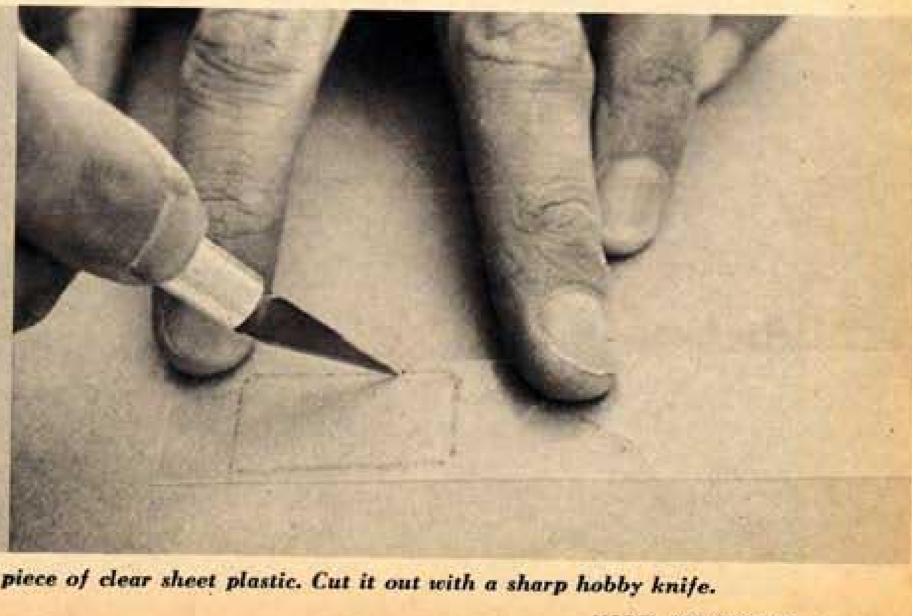


Sand the door handles off with fine sandpaper. Don't fill the hole though, that's where our push button will go!



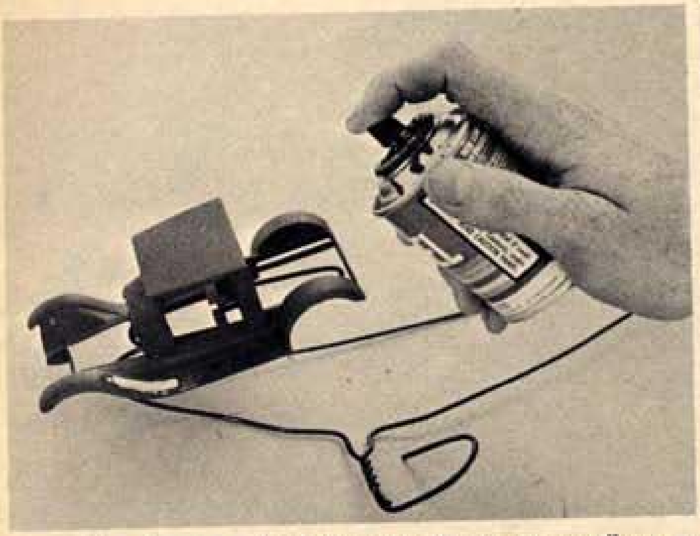
Primer the area you just sanded. Make a hole through the door with the end of an X-Acto knife. Keep it tiny!

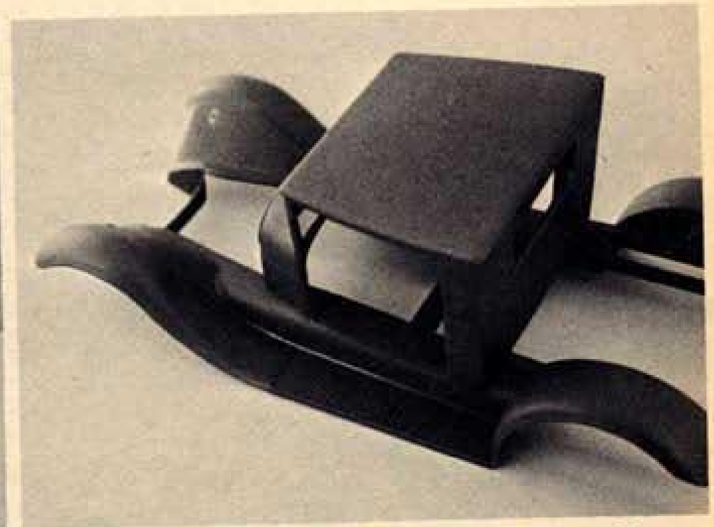




Mark off the shape of the side panels on a piece of clear sheet plastic. Cut it out with a sharp hobby knife.

Here's where you can build the grooviest custom buggy ever for a mere 5¢ stamp. All you gotta do is tell us what you want to try, and the MCS hatchet men will start swinging!





Give the area a shot of primer. If you see any flaws, go over it again with putty. The finished fender is smooth!



Insert a straight pin. Clip the end off close to the door, on the inside. There's the button. Set it aside now, and install it permanently after the truck gets painted.

Press on, lil' truck! We're just getting swinging! If you came in during the middle of the show, better gather up a few back issues and get started.

We're working on Revell's '29 Ford Model A pickup, kit number H-1272. This is *your* project gang. Drop us a line and tell us what you want to do to our pert pickup, and we'll do it!

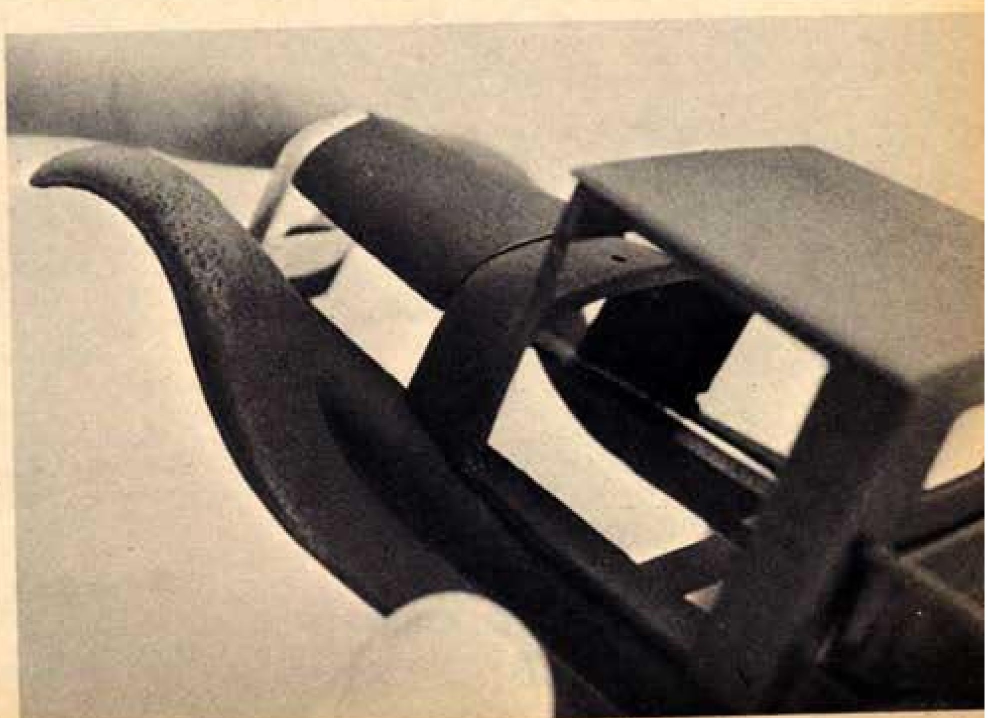
So far we've chopped the top, sectioned the body, shortened the pickup bed, and bobbed the fenders.

A letter from Tom Daley, of Chattanooga, Tenn., gave us the idea for filling the spare tire well. We're also going to remove the door handles and install push buttons instead, thanks to John Westmore's excellent suggestion. John hails from San Francisco, Calif.

The hood side panels get shot full of air this month too, and take on a "greenhouse" look. A tip of the hat to Steve Burdick of Sacramento, Calif. for this suggestion.

Go to it guys. There's still a lot to do to the MCS "lil' truck." And remember, it's your baby!

The "greenhouse" panels are merely sitting in place here. Put them aside for now. We'll glue them in when we get the engine mounted. That chrome mill will look "gear" baby, through the "looking glass"!





Tiger in the turns

Want to try a sophisticated but simple speed secret that will help your little "Track-Growler" really hang on? It's called: independent front suspension! Here's how it's done.

BY CHRIS CHAN

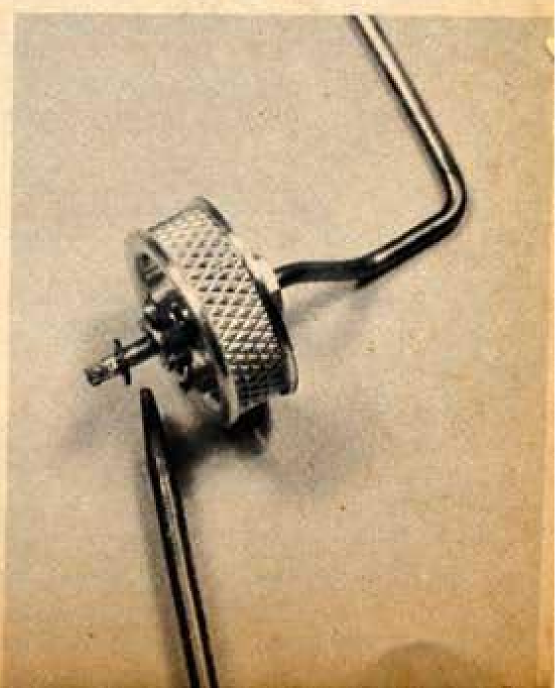
Every slot race is won or lost in the turns! Well, just about every race. It's where the track suddenly curves, banks, corners, or does other assorted nasties, that most losers crash and go boom. Is this the way it should be? The answer is obvious; at least, to all dedicated and experienced Hot Thumbs. A tricky, tough and challenging track is the main ingredient of a great race. Right! But, the problem still needs answering: "How can a loser become a winner?" Or to put it more pointedly: "How can you avoid a royal wipe out whenever you tear into those turns?"

The solution (well, at least, one man's version) is to make a simple scratch built change to the front end of your car, converting it from a stiff-axled stilt into a sano handling Torsion Bar Tiger. What your little loser needs is independent front suspension. It may sound complicated, but is really a snap to work up . . . and your budget won't get blitzed either.

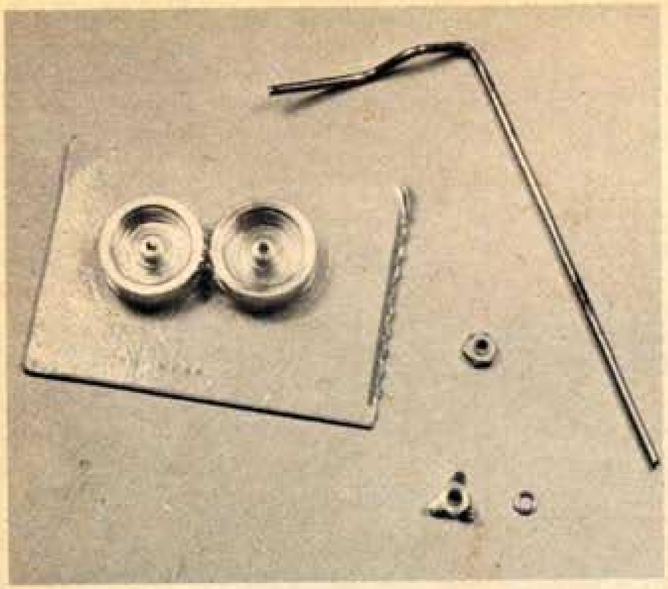
Most raceways and hobby shops will have all the parts you'll need (see box), some however, may have a little difficulty finding the 1/16th inch hole wheels. If you really have a hard time locating them take a short length each of 1/8th and 3/32nd inch tubing and shim down a regular threaded-axle-type wheel. For the guide flag, I like the CorBen with stranded super-flex wire. Most of the can motors marketed come with brass rear axle mounts, but I use Russkit's with the addition of ball bearings or oilites. For testing purposes, I tried just about all the motors I could. As it turned out the motor had little or nothing to do with the handling, but only affected performance on individual tracks. The type of tires you choose is extremely important, as is their use. Soft composition is the first thing to look for, either foam or sponge. Your tires should also be no more than 1/2-inch in width. Wider tires tend to lift off in the turns, losing a good deal of time. Using U-Co's or Mura stingers, it would be best to round off the edges for peak performance.

In contruction, a jig is mandatory. I used the Russkit Adjusto-jig, but you could just as well use your own. Other tools you will need are a soldering iron, pliers, rat-tail and flat end files, and wire cutters.

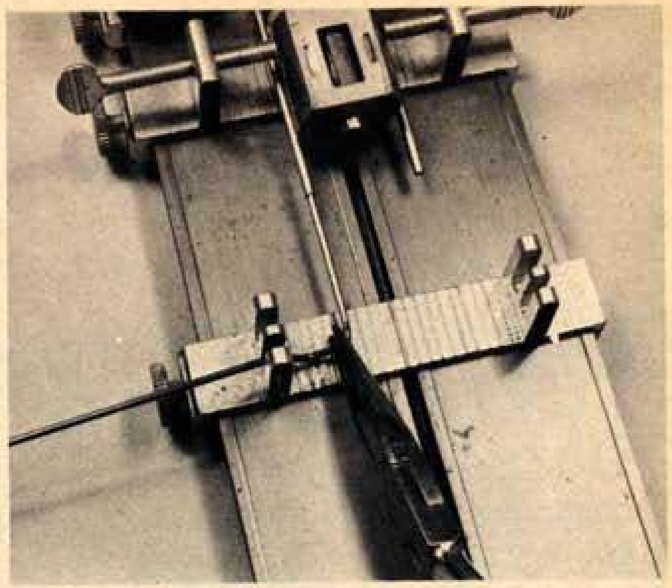
After choosing the body you want to use, set up the jig for the proper wheelbase. Fasten whichever rear axle carriage you have chosen to the motor and place the entire assembly into the jig upside down. Now take two 2-1/2 inch



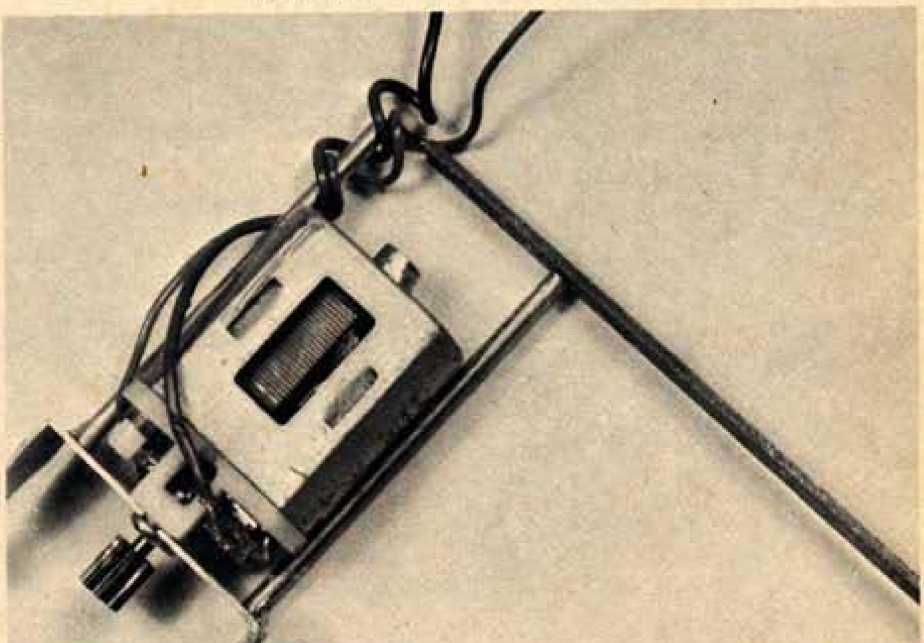
Because both the wheel and knock-off are aluminum, a 1/16th" washer has been added on for soldering purposes and to keep wayward wheels from straying off.



All you ned for instant handling is right here: Dynamic 1/16th" hole wheels, Cox tapered axle knock-offs, a Monogram 2-56 nut (can be used in place of the 3/32nd" brass tube), and a pair of washers from a blown tin can.



All chassis work should be done on a neat tool like this Adjusto-jig. Getting precision work for a better running car is a cinch.

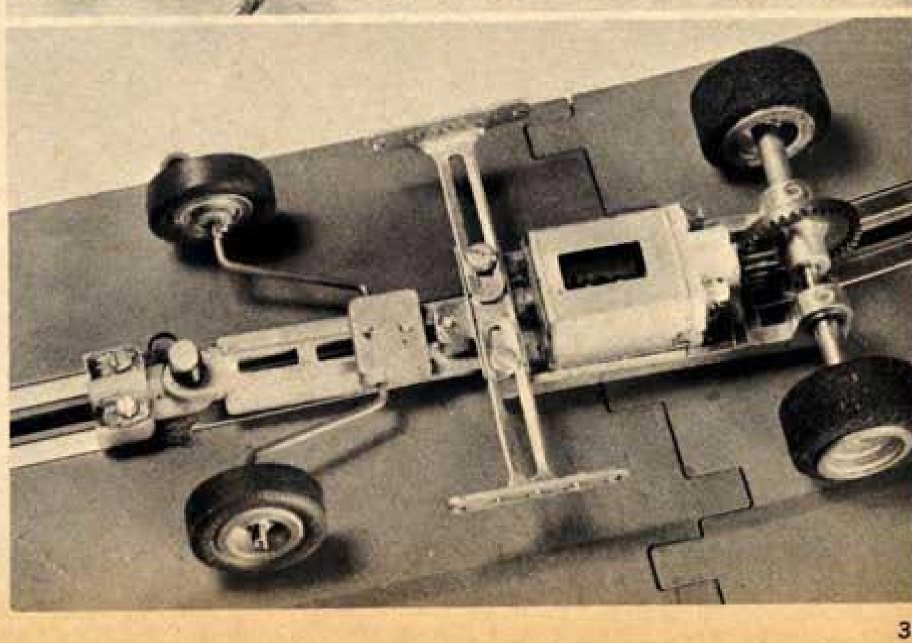


Once installed, the chassis tubes must be filed to remove all burrs that can hamper smooth functioning of the system. Also clean out the inside with a rat-tail.

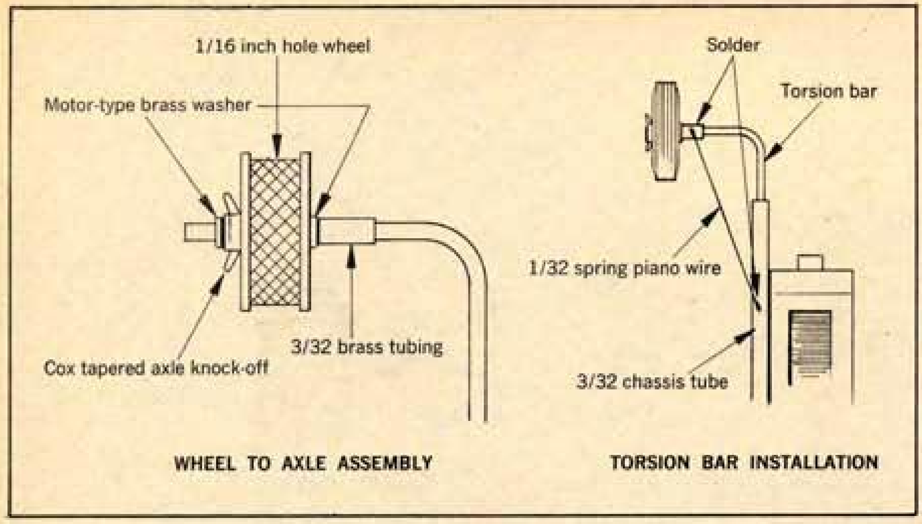
lengths of 3/32nd inch tubing and solder them to the bottom portion of the axle carriage, projecting forward right up against the motor. Run the 1/16th steel rod down the 3/32nd tube all the way and mark the point at which you must bend it for your wheelbase. Remove the rod and bend two identical torsion bars on a vise.

The front wheel-to-axle assembly is quite a bit simpler than you might suspect. Just rough the axle surface with steel wool and slide on the following: 1) a 1/4" 3/32nd inch o.d. tube, 2) a 1/16th hole brass washer (off of a Mabuchi motor, if you have one handy), 3) the wheel, 4) a Cox tapered axle knockoff (just for looks), and 5) another 1/16" hole washer. Adjust the set-up for the proper width and then assure some play so that the wheel will turn freely. Solder the end of the brass tube and the outermost brass washer to the axle and you're done.

Place the motor-rear end assembly on



Something new from the people who like taking the fun out of scratch building. Yep, torsion bars with mag wheels from Dynamic.

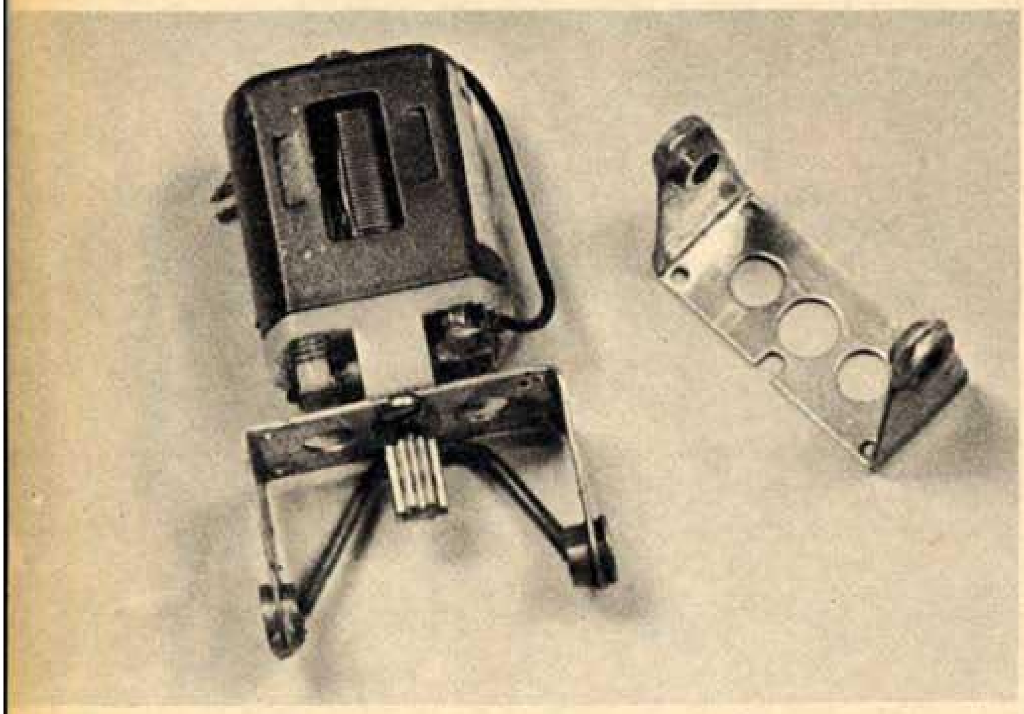


a jig with the rear tires in place. Use your tubing to keep the motor bottom 3/32nd of an inch off the surface. Now insert the completed torsion bar into the tubes (also with tires mounted), letting them rest on the track surface. Solder a length of 1/32nd inch piano wire from the chassis tube to the 3/32nd inch tube next to the wheel. Repeat for the other side and you're finished with the modification.

I used a lightly sprung drop arm for my pickup, but track surfaces differ so I won't immediately suggest it.

The rest of this article has to be written by you. Just as on full-sized Grand Prix cars, the camber (lean) of the axles and the stiffness of the springs must be determined to suit car, driver, and track.

For those wary of this all-out process, Dynamic Models (the bolt-on folks), have a handy and inexpensive system similar to the one mentioned. It fits nicely onto their chassis (of course), but can be adapted to most of those available. And it works great, too!

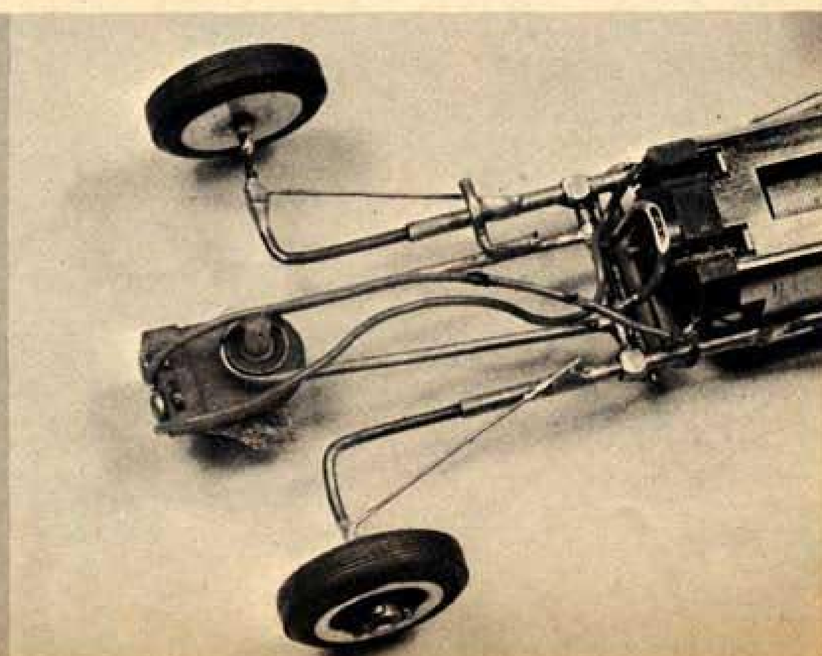


Shown here on a powerful Lenz 289 is a reinforced and oilite bearinged rear axle carriage. Russkit makes this one and it fits the bill perfectly.

A finished TC-32 powered Torsion Bar tiger shows how weight is kept down. With a clear plastic blue Cooper body slapped on, this car has earned a reputation around L.A. for beating rewinds.

PARTS LIST

Pair Dynamic 1/16th inch front wheels.
One 3/32nd inch brass tube
One 1/16th inch stainless steel rod
Pair Cox tapered axle knock-offs
One piece of 1/16th inch brass tubing
Revell or Monogram front tires (1/32)
Guide flag
Bronze bearing (for guide)
Four 1/16th inch hole brass washers
Piece of 1/32 spring piano wire





This is obviously a hot situation! But roaring to the rescue (a little late, but better than never) is Aurora's American La France 900 fire engine.

"Anybody want a small FIRE??" Sizzle

You say you're thinking of running something a little different this season? Well, how 'bout an American La France 900 fire engine? (Hmmm?) Might be just the thing for people who get really heated up about slot racing. (Hmmmmm??)

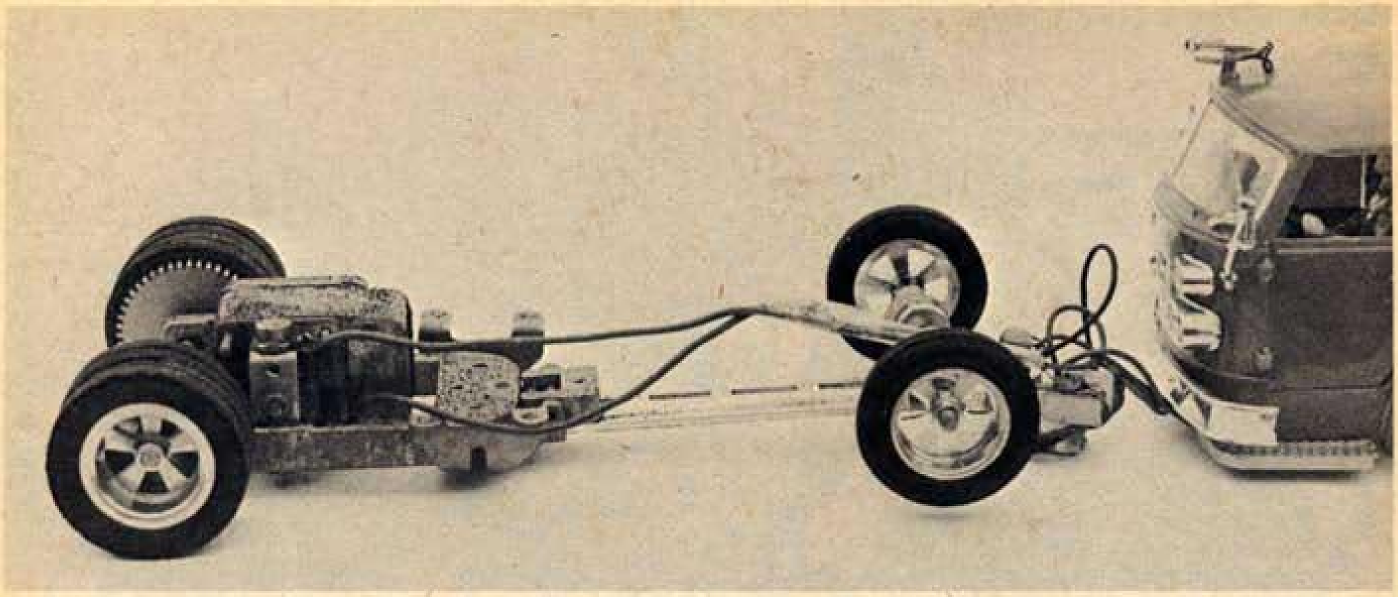
BY PHIL WILLEN

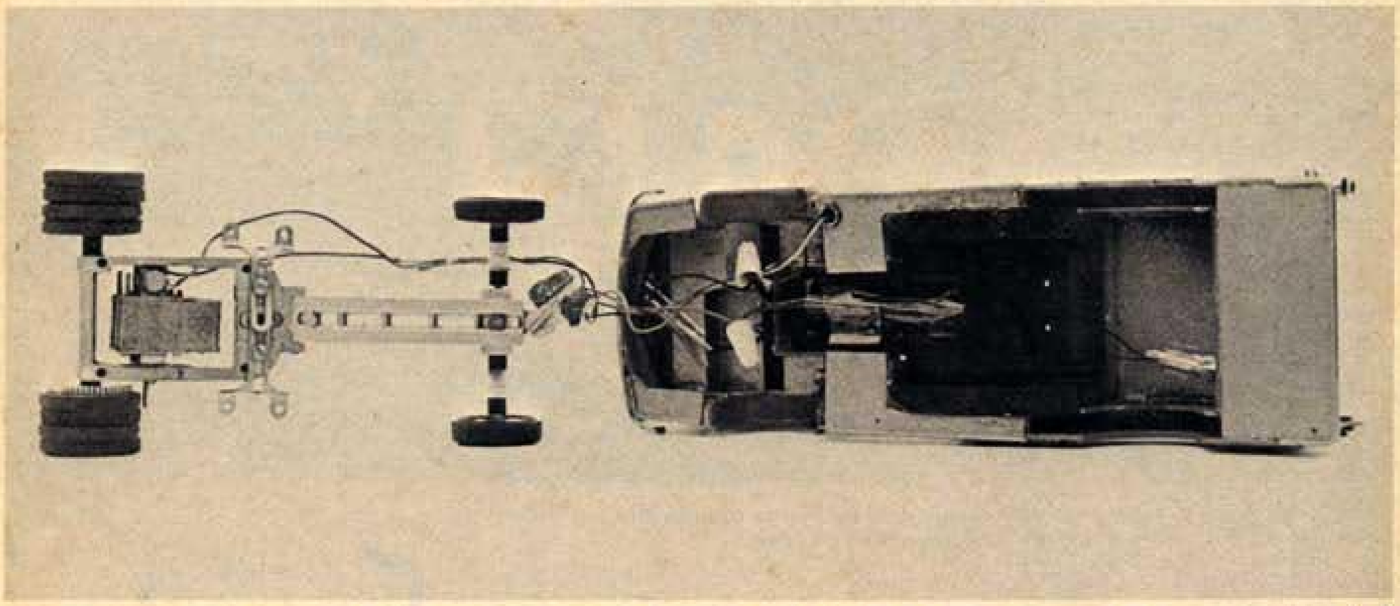
"Look out," said Tom, swiftly. There had been a crackup on the track, and one of the cars erupted in flames. "Holy smoke," he cried heatedly. "What ever will we use to douse the fire?" was his burning question. "Use your head, Tom," said his companion pointedly. "I just can't seem to see an answer," said Tom blindly. "There must be a solution," said his faithful friend, damply. "Wait," said Tom haltingly. "I'll build a slot fire engine, to take care of slot fires," he said burningly. "Great thinking," praised Tom's companion grandly. And so, Tom went to his laboratory to begin his great experiment, searchingly. (Hmmm?)

Actually, our Tom Swift in this story is really a restless young man named Steve Salkin. Steve spent four years with the Marine Reconnaissance Forces, the Marine Corps equivalent of the Green Berets. He's an avid sky diver, and is on the crew of a racing sailboat.

It's small wonder then, that the ambitious Mr. Salkin lost patience with building just any old slot car, and started casting about for something different to invest his talents in.

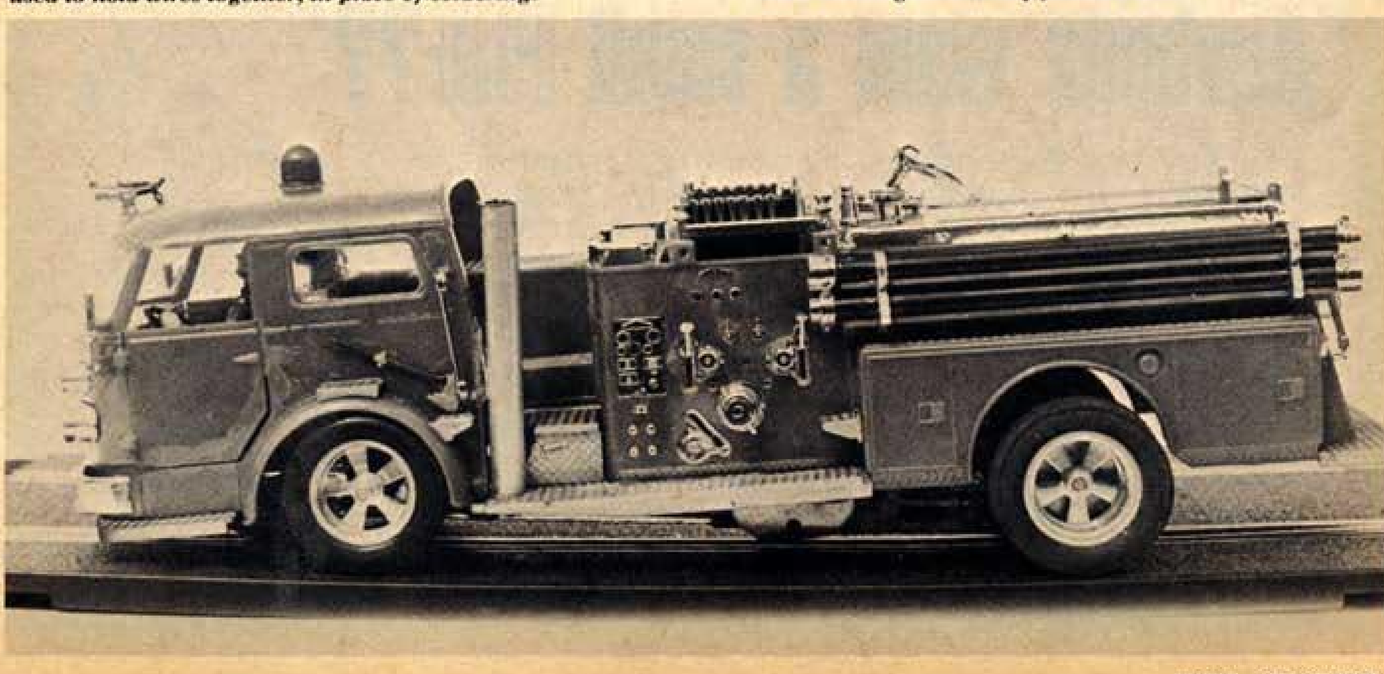
Meanwhile, browsing through a hobby shop one day, Steve spotted a model kit





Frame (Dynamic) and motor (KTM) are tied to the body by an electrical umbilical cord. Note two white wire nuts used to hold wires together, in place of soldering.

The Aurora kit is literally stacked with great detailing. And since it likes to run around with speed machines, Steve Salkin gave it a racy forward cant.



for the American La France 900 fire engine, made by Aurora. This was a natural and so work was heatedly begun.

First step was to assemble the cab, installing a 1/32 mini man behind the wheel. Then, head and taillights were drilled out and 12 volt grain of wheat lamps installed. The siren on top of the cab was drilled out, and a red grain of wheat lamp installed there. A red filter and panel light were acquired in an electronics store, and used for the dome shaped emergency light on top of the cab.

For power, our restive modeler chose a K.T.M. DV-18 sidewinder, which somehow seems suitable for a fire engine. Dynamic's Kemtron frame was coupled to the motor, and Weldun gears give a drive ratio of 2.66 to 1.

The prototype fire engine had dual wheels in the back, so naturally this feature was used in our scaled down smoke chaser. Four 1/24 wheels are used in back, together with the same number of 3/8 inch tires. Two wheels up front, with smaller (1/4-inch) tires.

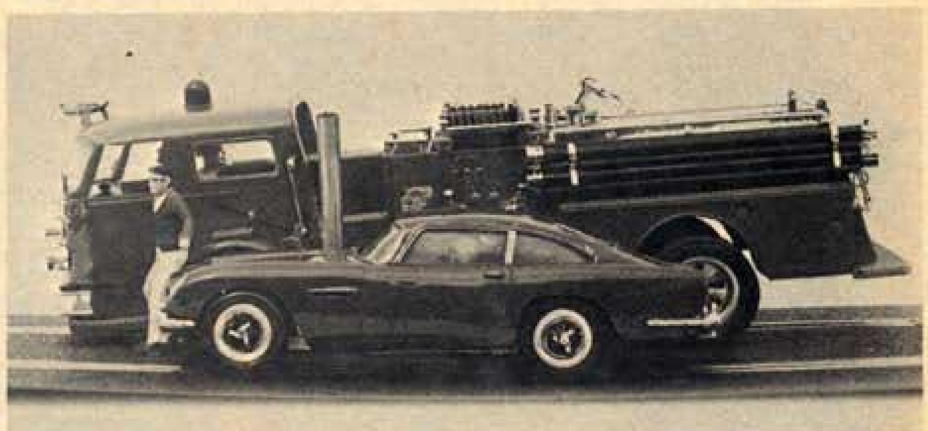
In assembling the model, the plastic frame was left off. Floorboards were cut out to accommodate the slot frame and motor assembly, and brass body mounts fitted. Body is held in place with small sheet metal screws.

Finishing touches were put on. Since hose was not supplied with the kit, sensible Steve used the grey matter in his cranial cavity. He cut a piece of balsa wood to fit the hose-bed, and wrapped it with string to simulate hose.

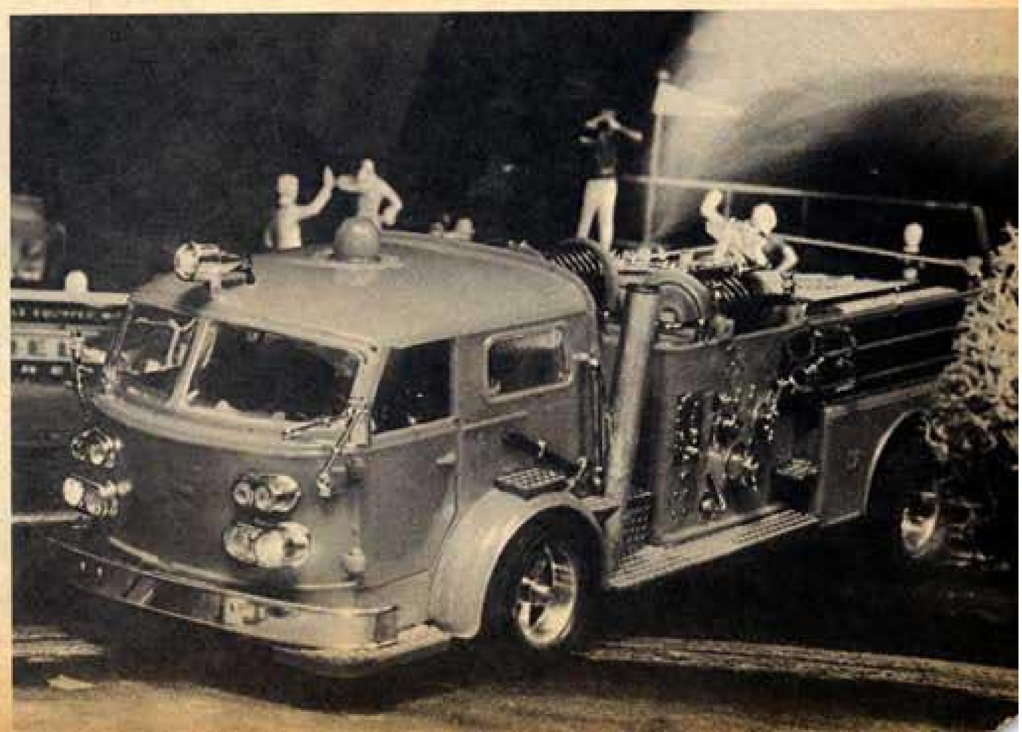
Now for the Piece de Resistance. Here was a self-propelled fire truck, with working lights; but that wasn't enough. Our perfectionist wanted real diesel smoke to come puffing from the smoke stack. Having gotten into modeling as an HO buff originally, he headed for a store noted for its complete stock of model train trappings. Here, a miniature smoke generator was located, and fitted into a piece of aluminum tubing that was substituted for the original exhaust stack. The smoke maker was hooked up to the electrical system, and after a few drops of special smoke fluid are added, great grey gobs begins to bellow from the pipe. Really looks wild chugging and smoking around the track.



For a bit more color when it's out on the track in search of some action, the Blaze-beater sports a wired-up red grain of wheat bulb mounted just about the windshield.



If you like to throw some weight around the local racing scene, the Pumper makes for a big hunk of it. A car can get badly bruised trying to nerf its way past this baby!



An HO model train smoke generator was fitted into a piece of aluminum tubing, and hooked up to the electrical system. Just add a few drops of smoke fluid, and . . . it's smog time on the scale scene.

TROUBLE SHOOTING THE HOME SET

By RAYMOND HOY

More people race on home sets than in all the commercial centers combined. That's not exactly based on recorded statistics; it's a MCS "guesstimate," but we believe it to be true.

However, the very nature of the home set — setting it up, taking it down — almost guarantees periodical trouble for the owner. **No matter how well built the set is, it receives a tremendous beating.**

If you have been having trouble with your family room freeway, this article is for you! Simply follow the photographic sequence when those gremlins begin to chew on the electrical cords of your set, and find the trouble in a few seconds. You'll be able to get back to serious racing in a flash.

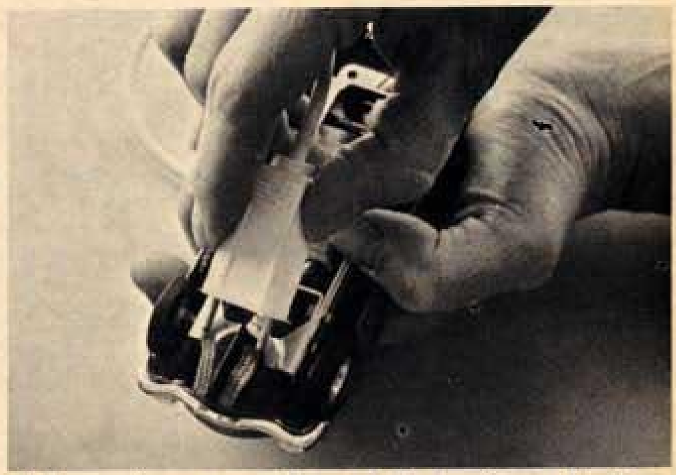
Before you dash off in search of some horribly elusive, complicated cause of the failure of your set, why not check to see if the power supply is plugged into the wall outlet. You won't feel so foolish later on!

And if possible, by all means attach the plastic track to a piece of plywood, permanently. Most tracks have some provision for accepting screws, along the edge of the roadway. Simply use small wood screws and anchor the track. Once you do this, the majority of your minor, irritating problems will disappear for good.

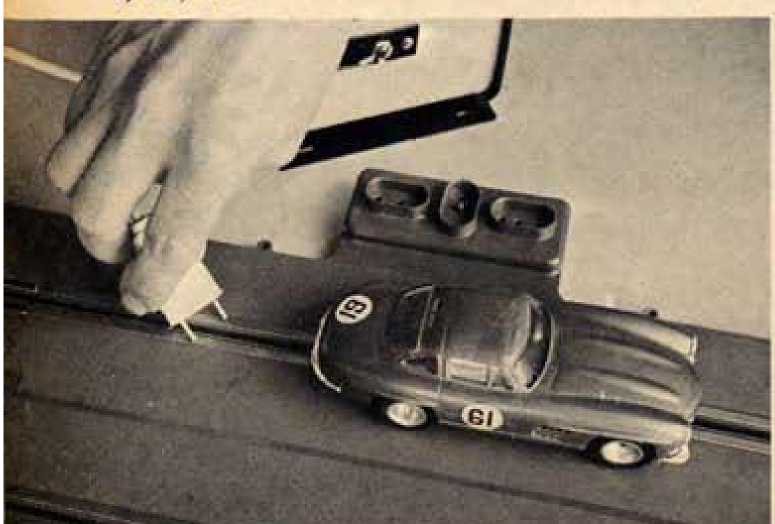
Once you get your track "de-bugged" tune your car according to the many "outstanding and well-written" tuneup articles we run in MCS (see in particular our February '66 issue). With all of these minor problems eliminated, you can concentrate on making your car go fast — and that's what you bought the set for, right?



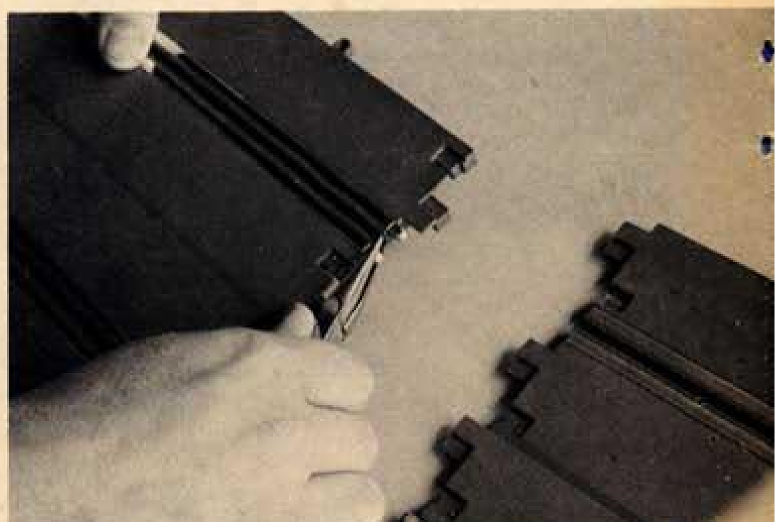
Nothing yet? Short the terminal screws with a screwdriver. If you see sparks, the transformer is on and working. If not, it's bad.



If the transformer was o.k., touch the transformer leads to the pick-up brushes. If the motor doesn't turn over, the trouble is in the car.

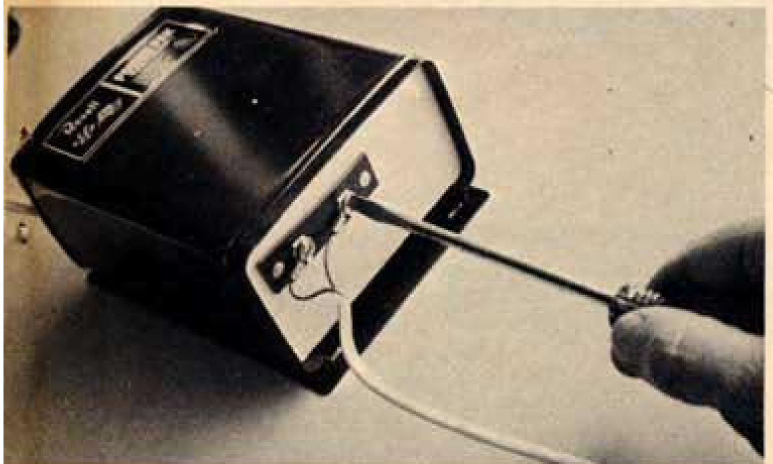


If the controller was o.k., however, it's either the terminal straight or track sections. Touch the transformer leads to the terminal track. The car should run.

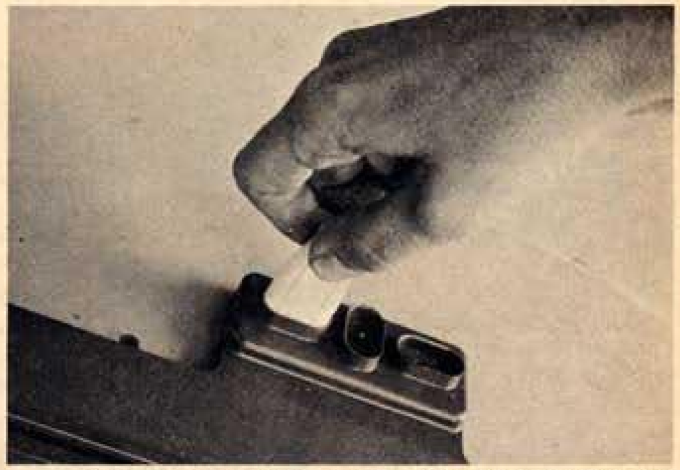


If the terminal straight was o.k., disassemble the remaining track sections and spread the metal rails a bit. Reassemble.

If there's a gremlin somewhere in your stay-at-home racing rig, here're the simple secrets on how to find him



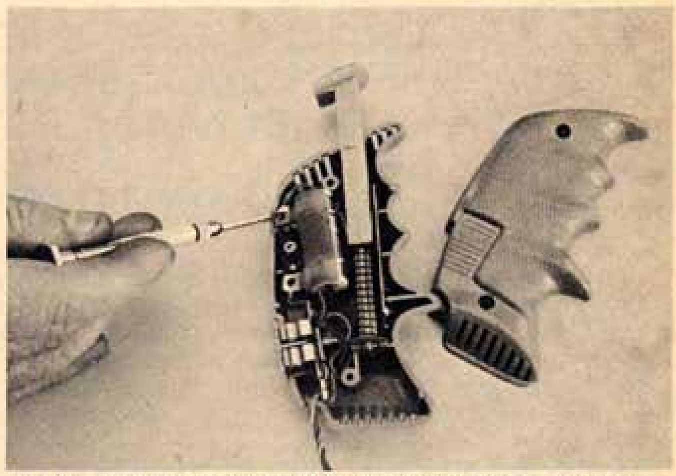
If the set won't work at all, check the transformer to be sure it's "on." While you're at it, tighten the terminal screws.



Still won't work? Check to be sure the controllers and power pack are attached securely to the terminal track section.



Check the controller. Depress the plunger half way. Touch the leads to the transformer terminal screws. If there are sparks, it's o.k.



If the controller doesn't check out, open the handle and check all connections. If the cars run wide open without depressing the plunger, the resistor is probably burned out.



Aha! The cars run fine now! It was merely a bad connection between track sections. Most problems are electrical in nature, and aren't as difficult to solve as you might think. You just have to find them first.

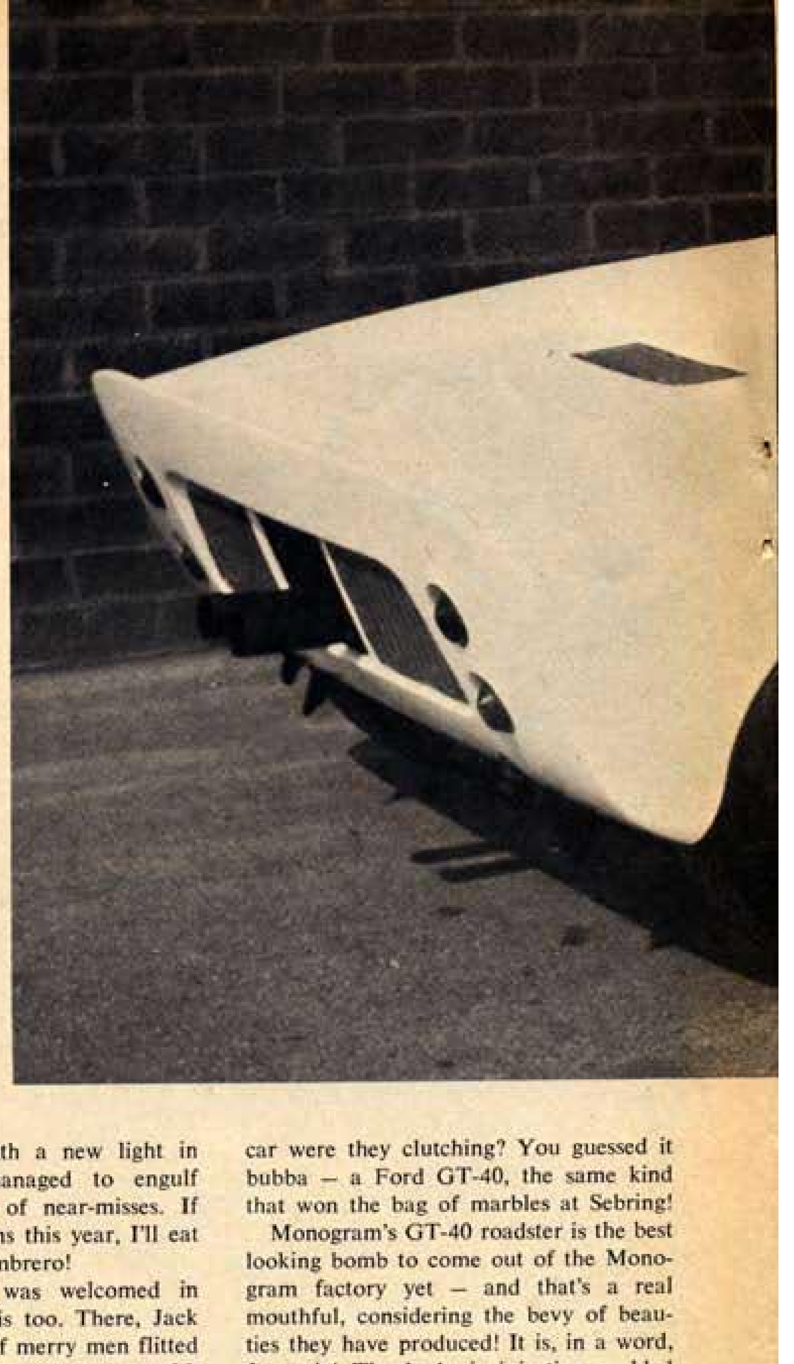
Look for the bright blue and white box if you want sizzling performance and fabulous looks! Monogram's GT-40 roadster offers both - for $9.00!



THE SEBRING SIZZLER

TRACK TESTING THE MONOGRAM GT-40 MAULER

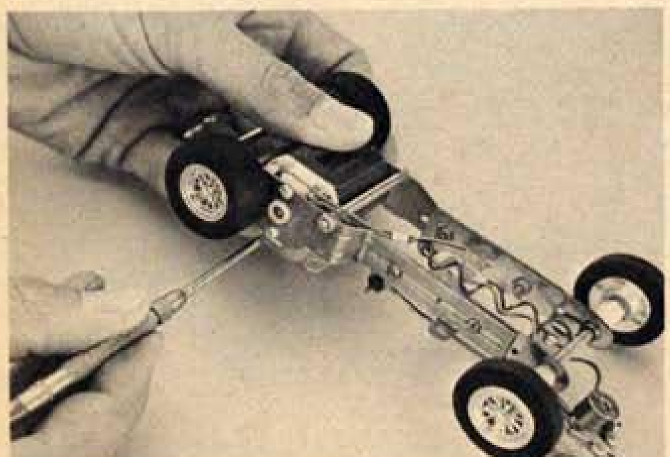
By RAYMOND HOY



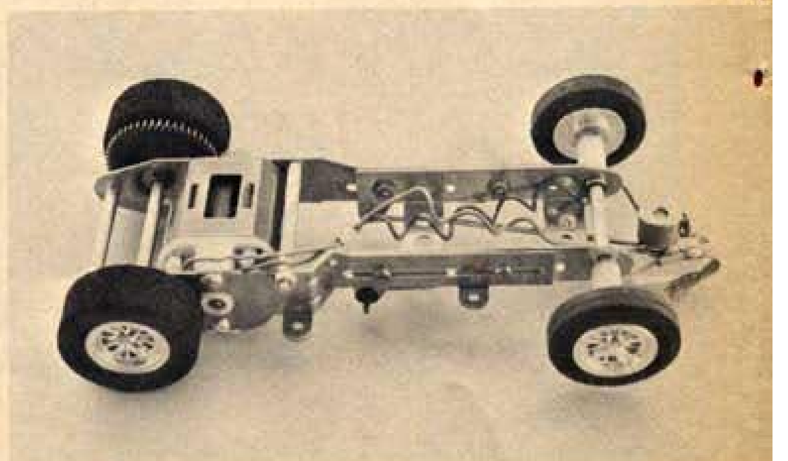
It's a F-O-O-O-R-R-R-D-D-D! Suffering slipstream! The Ford name was covered with glory at the recent annual 12 hour grind on the flat airport course at Sebring, Florida. There, against the best the world had to offer, Ford brought the Chaparrals, Ferraris and other competition to their knees in a frightening display of superior roadholding, reliability, and pure all-around performance. The Ford people are now eyeing the 24 hours of LeMans with a new light in their eyes. They managed to engulf Indy after a couple of near-misses. If they don't win LeMans this year, I'll eat Speedy Gonzales' sombrero!

The Sebring win was welcomed in Morton Grove, Illinois too. There, Jack Besser and his band of merry men flitted up and down the halls chortling with joy, clutching the latest Monogram offering in their hands. And what kind of a car were they clutching? You guessed it bubba – a Ford GT-40, the same kind that won the bag of marbles at Sebring!

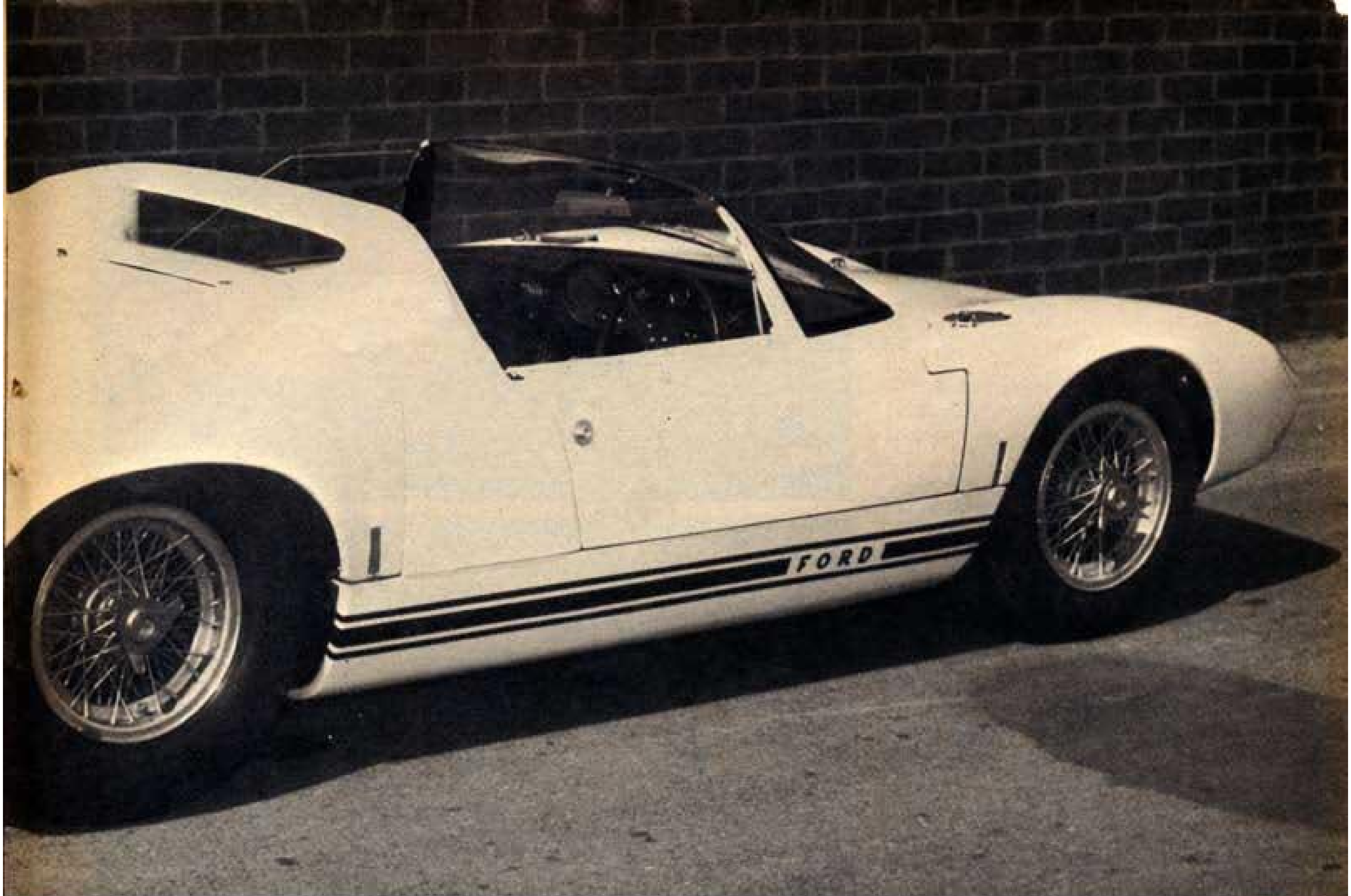
Monogram's GT-40 roadster is the best looking bomb to come out of the Monogram factory yet – and that's a real mouthful, considering the bevy of beauties they have produced! It is, in a word, fantastic! The body is injection molded and perfectly detailed. It is truly a work of art, in 1/24 scale!



The chassis assembles in minutes. Be sure you glue the tires to the wheels and pull at them until they sit squarely on the rim. They really grip!



Nice! This is Monogram's first sidewinder, and it's a first-class job too! That's a nylatron spur. It's super-quiet and wears like iron.



After you drool over the bodywork for a bit, flip the car over and feel your eyebrows take a ride to the fifth floor! Suffering sidewinder, Batman! That's right; it's a sidewinder, the first from Monogram. The Tiger Super X-220S sits there sidesaddle, delivering gobs of torque to the road through a nylatron spur gear, and big, sticky "spongies."

The fully adjustable frame is all brass, and features a swing pickup. The motor



The GT-40 goes through a corner with the tail hanging slightly out, offering just the right amount of adhesion and forgiving "breakaway."



Now look podnah, if you're the type who hates to lose, pop one of Monogram's hot armatures in the old can. They're a winner at $2.50 each!

From any angle it's an absolute Concourse winner! This car will really make a worthwhile addition to your racing stable.



wires terminate in clamps, and attach firmly and cleanly to the nylon pickup unit by means of screws. The braided pickup brushes are pre-punched.

This swinger really sails! On my home track it hustled around as quiet as a ghost, sweeping through the corners with just the right amount of slippage, and boomed out of the corners like a dragster.

The car is very forgiving, letting you know in plenty of time that you're in "too deep." Some cars hang on like mad and then turn turtle with no warning at all! Not the GT-40, it's really a sweet handling machine.

Not to be overlooked is the price of this great, going machine — $9.00! The kit goes together extremely easy, even if you have three thumbs on each hand.

If you want a hot model of one of the hottest sports-racing cars in the world, plunk down your money for Monogram's Ford GT-40 roadster. You can't go wrong!



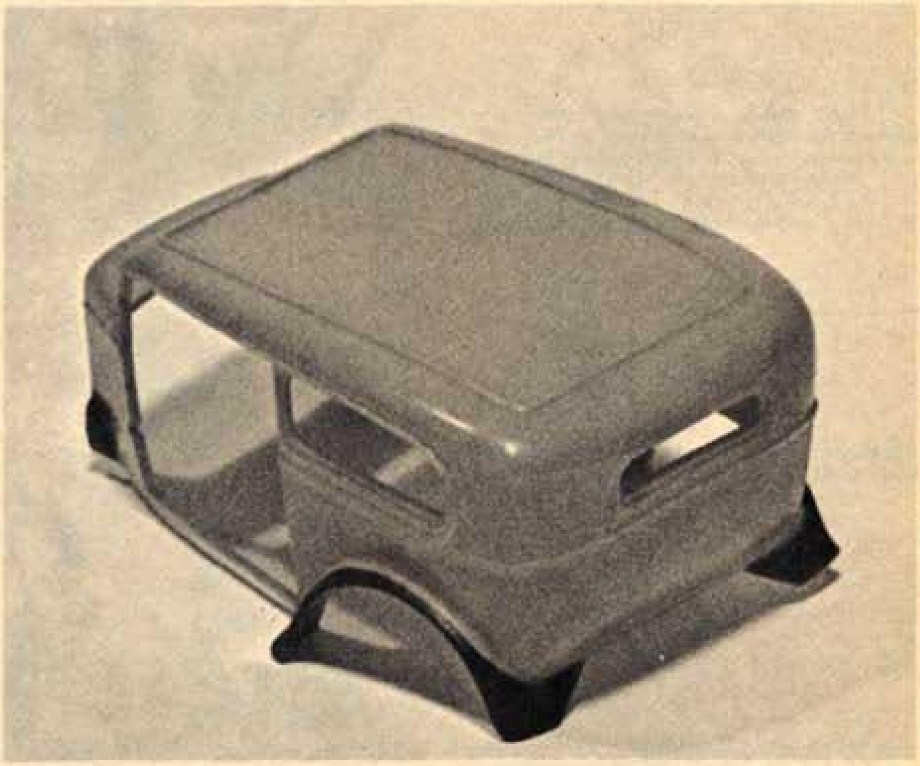


The real GT-40 roadster is racking up an impressive list of enduro wins in international racing. Monogram's version should prove a winner too!

CHOPPED II

"When you're building a classic," says Master Modeler Bob Paeth, "It's best to keep it strictly stock. But if you have just got to go custom, at least keep it cool, clean, and mild mannered!"

By BOB PAETH

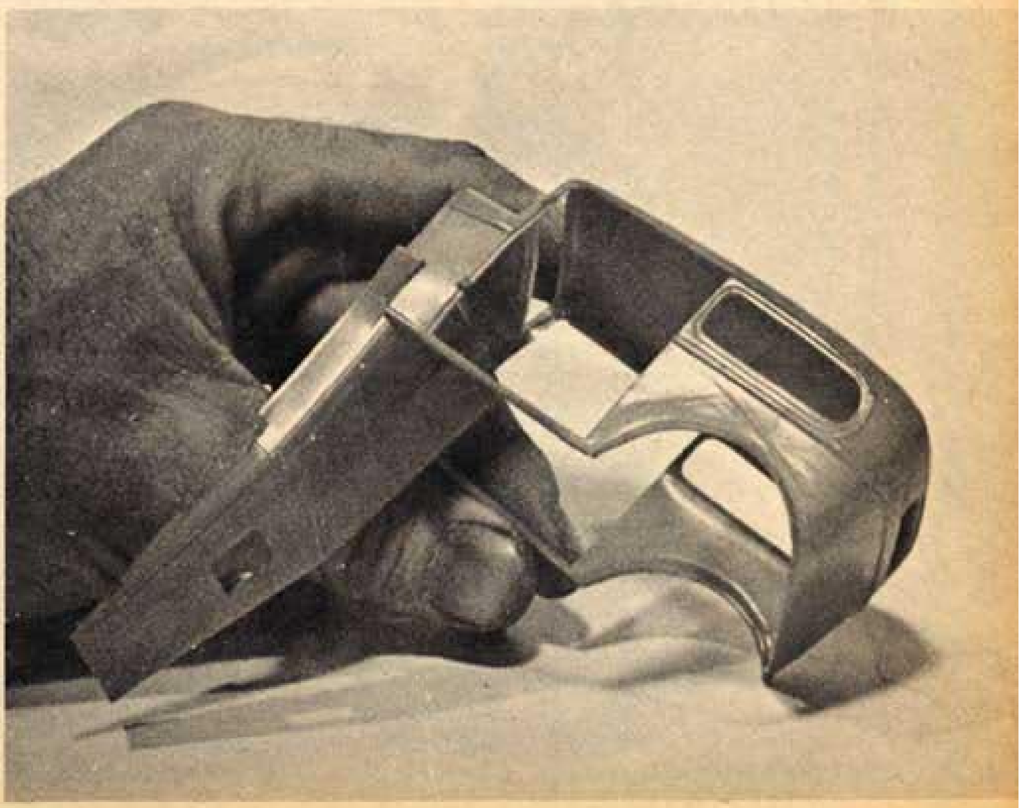


Of the many different types of car kits that beginning modelers put together, the one that is most abused is the Ford Model "A" and Model "B" group. These classic Fords can be ruined so easily by trying to update them into something they're not supposed to be, something modern. In my humble opinion, new body lines should never be attempted with a classic. In order not to destroy the beauty of these cars, only limited modifications of the original lines should be done. For example, when work was started on the "Chopped II" it was decided that the lowered top would be the only major change from a stock sedan. The only difference from stock was the removal of the louvers from the side panels of the hood.

In trying to stay within the Ford product line, Revell's "427" Ford engine (Custom Car Parts) was selected. However, since this car is meant to be a street machine, the blower was deleted in favor of the optional two "4's." The frame is stock with a small notch in the rear to provide clearance for the quick-change rear-end. The front axle, the front and rear springs are taken from Revell's '31 "Woody" kit because of their chrome finish.

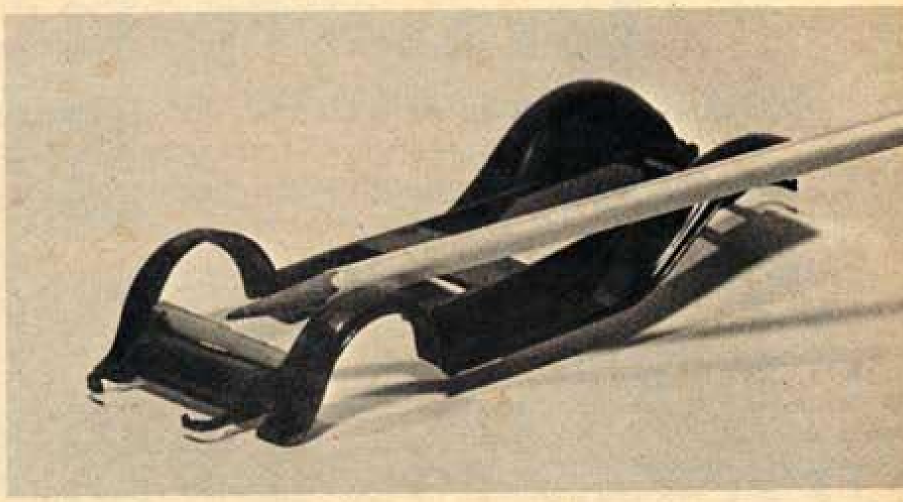
One of the purposes of this car was to show how compatible the products of different companies are. The body from Revell's "Orange Crate" matches with little trouble to AMT's '32 Ford fenders and hood. Thus, you have a car that looks like it was built from one kit, but gives you the satisfaction of doing something a little more difficult.

The shaded areas must be trimmed off so that the body will match with the fender section and the hood piece. Be sure to leave an edge on the body to serve as a body "welt." This forms an edge between the body and fender.

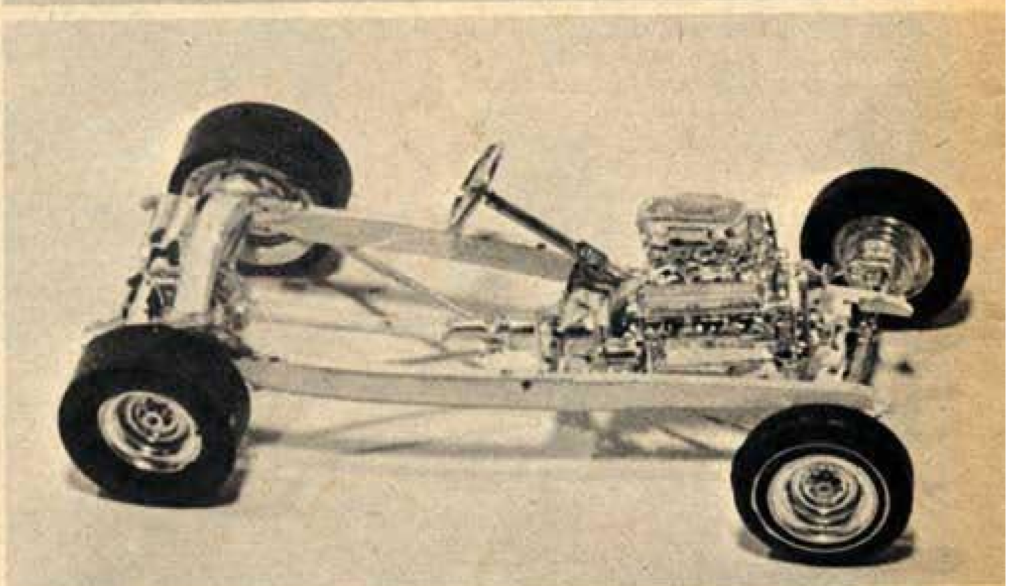


Where you have cut out the piece on the body cowl, fit in a section of plastic from the Orange Crate body pan or scrap plastic. Careful cutting will leave only a small gap to be filled with body putty.

CHOPPED II

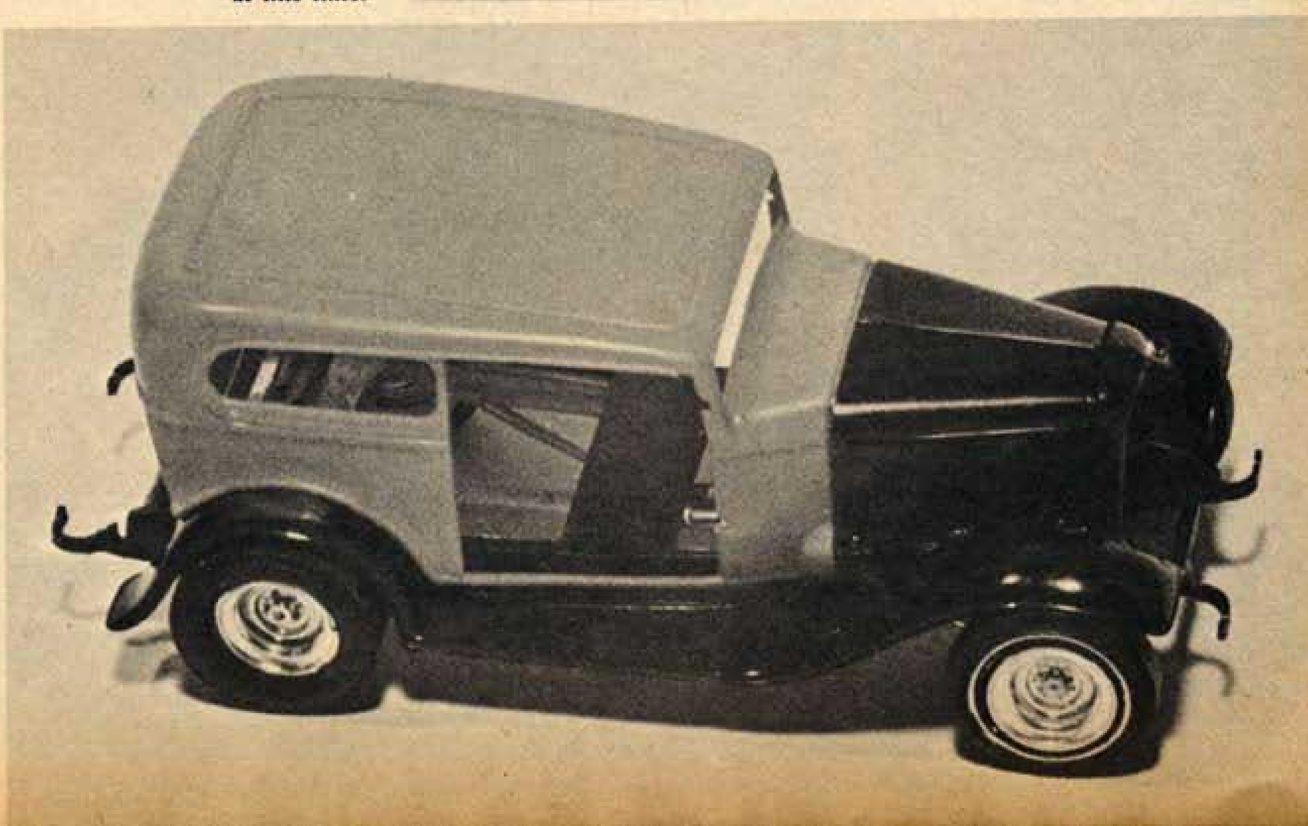


There will be a thin gap between the fender section and the body in the rear. This can easily be filled with a strip of plastic about 3/16" thick. Place the body on the fenders and then fit the strip of plastic in its proper location.

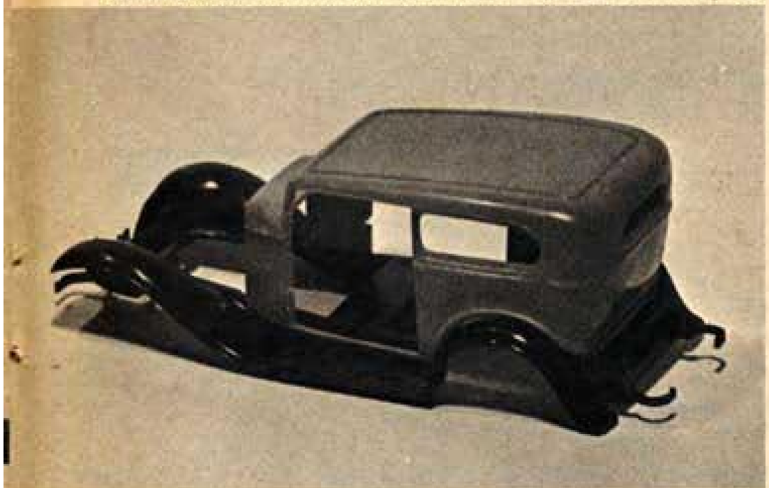


Revell tires and reversed chrome wheels were used all around, including the spare wheel and tire. The chrome steering post is just a piece of plastic from a chrome "shot."

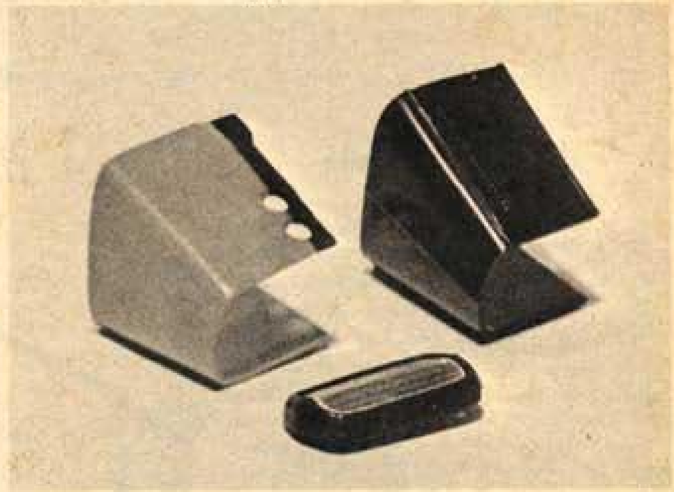
Again, while the cement is still fresh, try the body for fit. Any adjustment of the interior pieces should be done at this time.

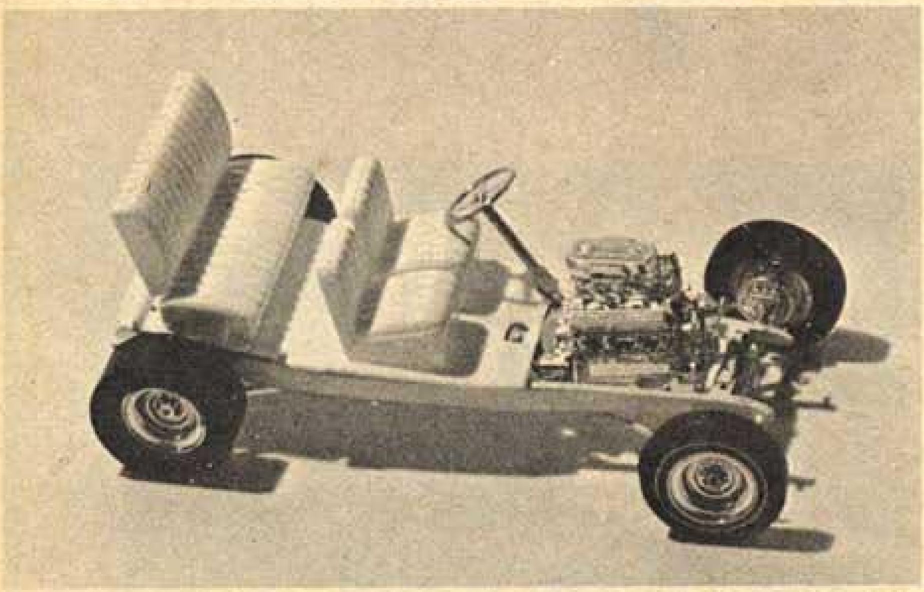


If everything fits nicely, put a coat of primer paint on the body and fenders and set aside to dry. The primer should fill any scratches that you have made so far in the building.



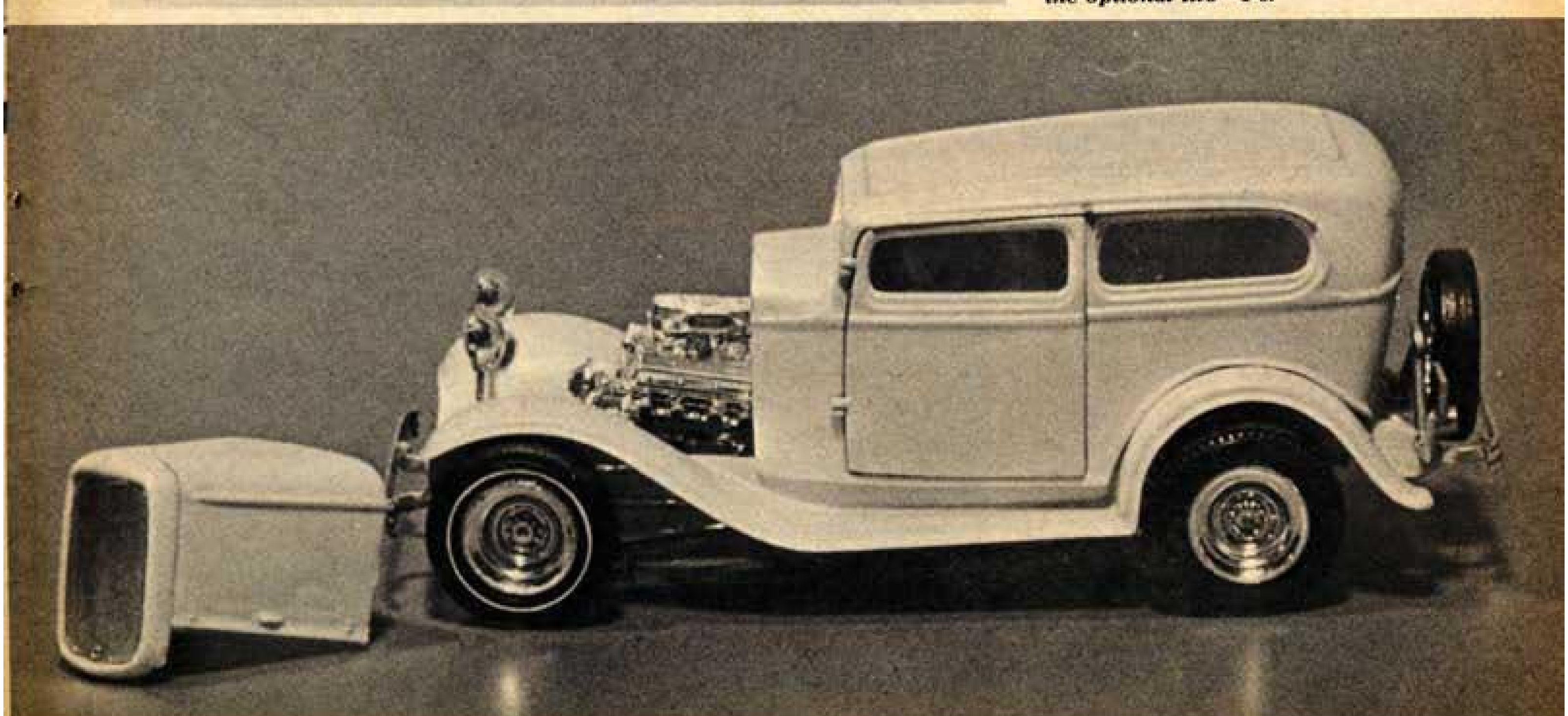
You have a choice of hoods. If the "Orange Crate" hood (left) is used, cut off the shaded area and fill in the two holes. The stock hood (right) was used in this case, but the louvres were sanded off for a clean look.





The floorboard, front and rear seats, are all from Revell's '31 Ford "Woody" kit. In the finished car they were painted white pearl, so as not to contrast with the pearl yellow exterior finish.

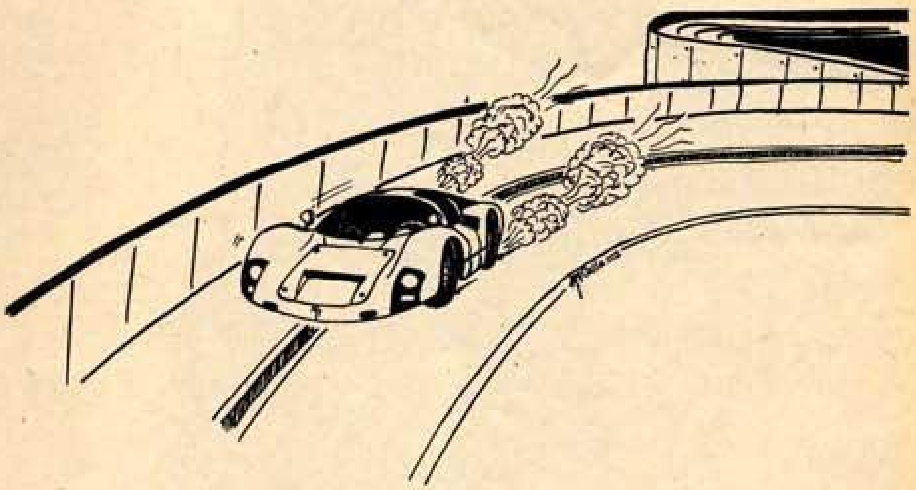
Revell's "427" Ford mill was selected for the power. But since the Chopped II is mainly a street machine, the blower was dumped in favor of the optional two "4's."



The Spooky Pooch

Fast, lightweight, and stacked with detail, the wild Russkit Carrera 6 has what it takes to unnerve the opposition

By Bob McCalla

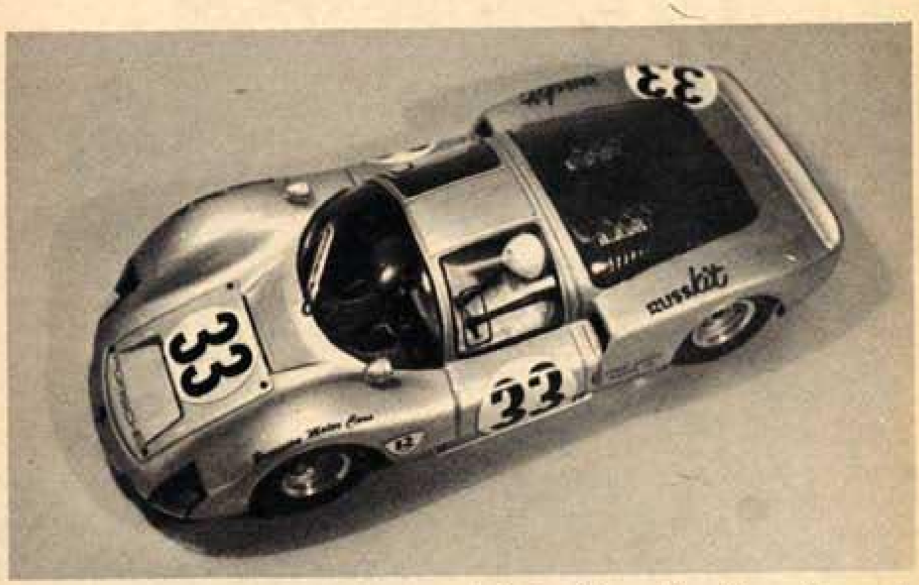


Can you possibly believe that the car pictured here, complete with tires, wheels, frame, headlight inserts, interior inserts, driver, decals, carburetor, axles, the pickup guide arm and shoe, and motor, weighs in at only *three and one half (3-1/2) ounces* ready to run. It's true. Every square inch of this Silver Blurr weighs less than some motors alone. And if a "thumb" can read the English language, he can completely assemble this car in about 30 minutes. That's all it takes from the time he first cracks open the box of goodies, until he's ready to heap "spongie dust" on someone else's windshield.

The body and interior portions of the new Russkit Carrera 6 come completely assembled and painted. The only "work" required is to slap together the running gear. The power supplied with the kit is the extremely popular "Russkit 23" which is probably one of the hottest stock motors you could spend your greenbacks for. It rests comfortably on a remarkably light aluminum frame in a sidewinder position and distributes its power to two brand new and beautifully detailed tires and wheels.

The materials used in the construction are just as new as the kit. The wheels are made of aluminum, while the axles are fashioned from "T-6"; this is a high-strength, but super-light, form of aluminum which is in turn covered with a coating of Teflon for durability. The spur gear is made of lightweight Nylatron and comes combined with the right rear wheel as a single unit. The wheel and gear are permanently attached together by the use of an ingenious T-slot arrangement. The alternating of gear ratios is made possible by changing the pinion gears (there are two pinions included in the kit, one of 10 tooth and one 12 tooth).

One other pleasing feature of the Carrera 6 is the fact that it only sits 3/32nds of an inch off the deck. Add



Jim Russell and the other heroes around the Russkit workbench have discovered the ultimate secret formula. With it, they can now squeeze several thousand pounds of Porsche power into a 3½ ounce, 1/24 scale "Pooch."

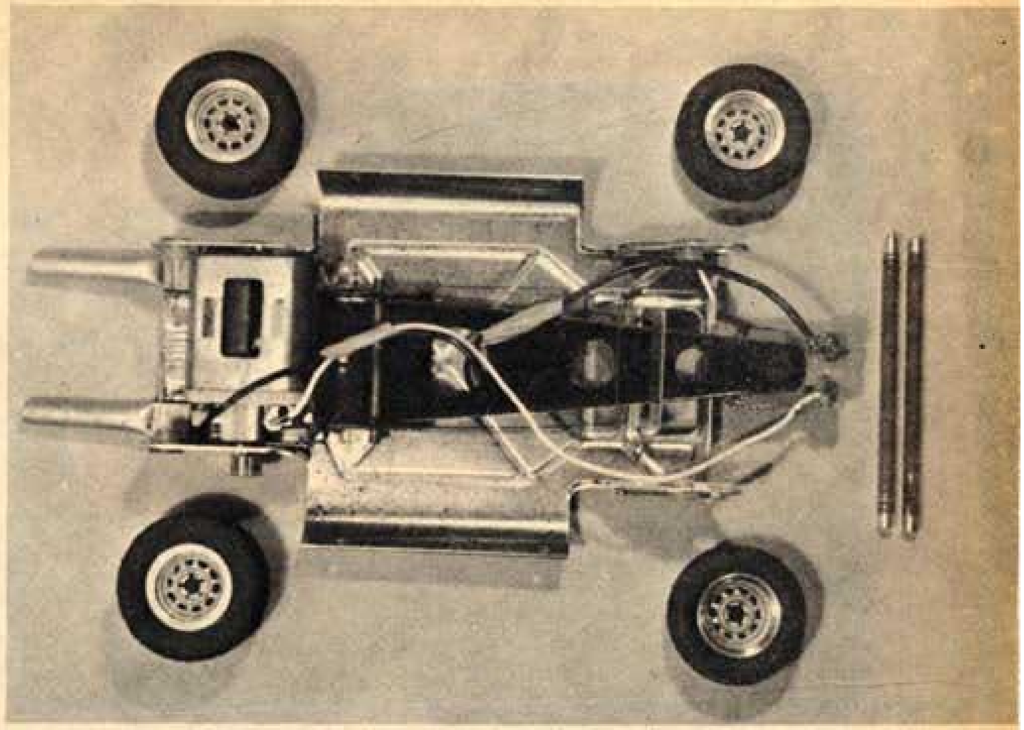


Absolutely authentic is the word for Russkit realism. As a near-perfect copy of a full-size Carrera 6 that races under the Russkit banner, the good looking "spooky pooch" comes completely pre-painted and detailed.

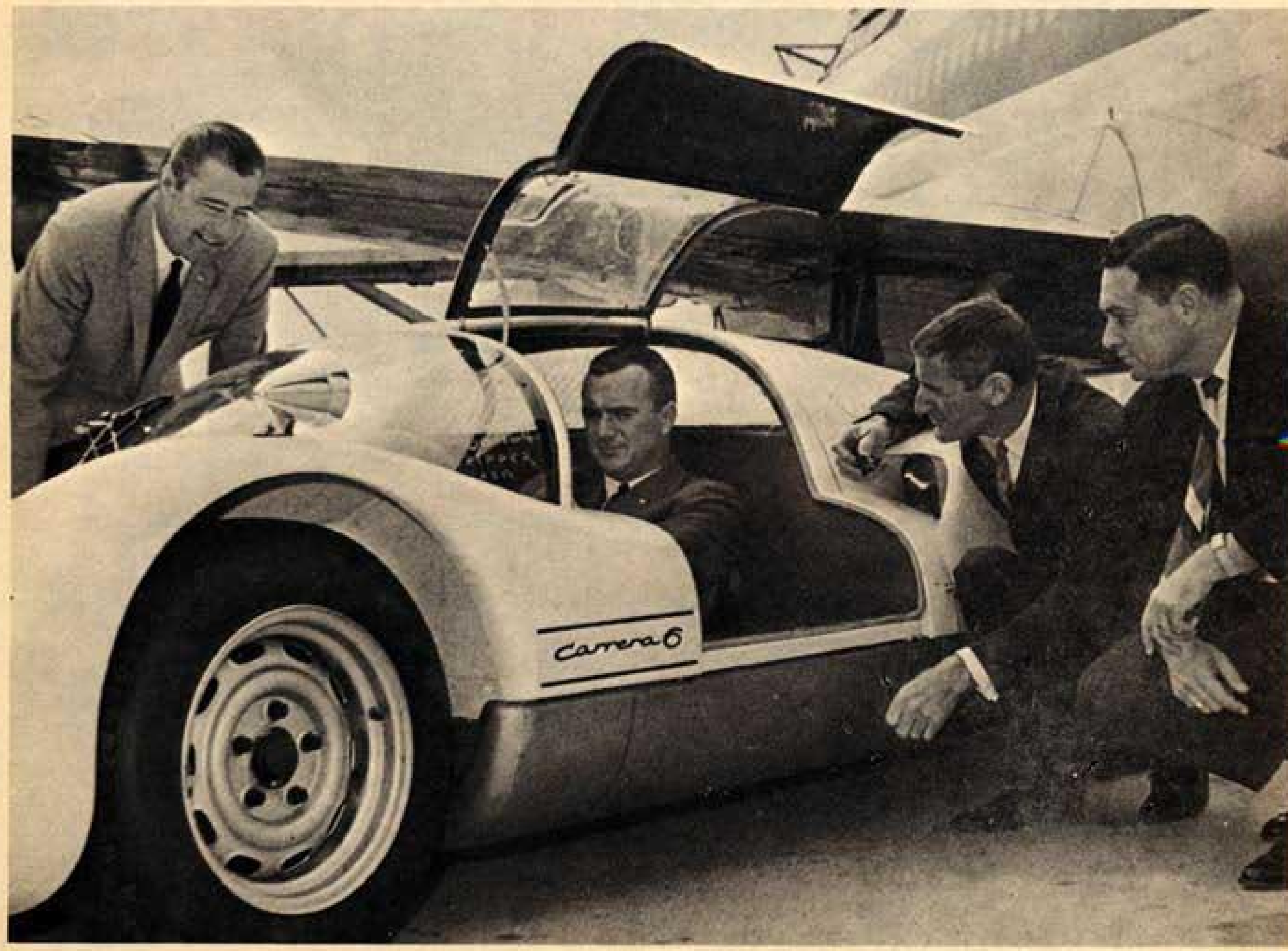


As you probably guessed, this is the tail end of the new Russkit mover. It's also just about the only part the other cars ever see. As a custom touch, we added "Mach schnell" which is German for something close to "Hurry up."

this low profile to the shovel type nose that's a Porsche characteristic, and you have yourself a real "streetsweeper" for clearing the track of all the miscellaneous competition. And when you consider that you get the whole show for $9.00, you have to admit that this means lil' stomper is bound to be one hard car to ignore!



The lightweight workings that help heap spongie dust all over the opposition include a one-piece aluminum "belly pan" chassis, the hot and hasty Russkit "23" motor (6 volt rewound), Teflon coated aluminum axles, and Nylatron gears.



Sufferin' Polystyrene! Don't those Russkit people make real lookin' plastic drivers. Actually . . . that's "Scooter" Patrick, co-driver along with Ken Miles (second from right) of Russkit's full-size Carrera.



MCS: MODEL OF THE MONTH CONTEST



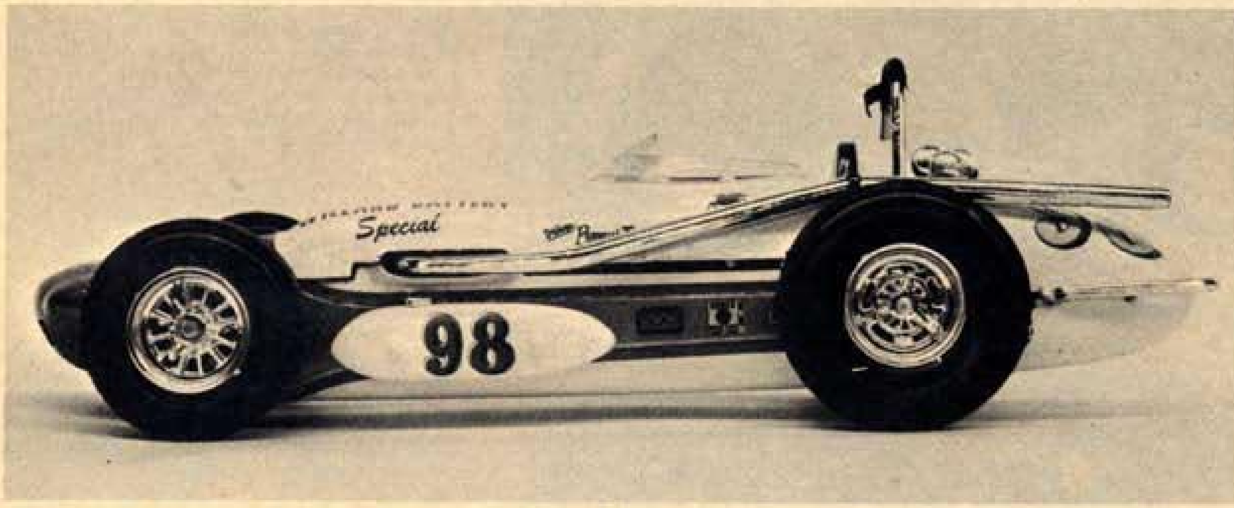


THE TOP CAR . . . and taker of this month's $25 U.S. Savings Bond is this doubly dangerous AMT '64 Pontiac G.P. Spymobile from John Brandimarte, 374 Hilltop Rd., Paoli, Pa. Custom secret agent goodies include: retractable rear bullet shield, spring loaded ejection seat, and an operating rear oil spreader. To rework the stock Pontiac into a clean killer, on went a custom grille and taillight assembly from Revell. Excess chrome was stripped away, and the body was wrapped up in a cool finish of hand-rubbed metallic blue.

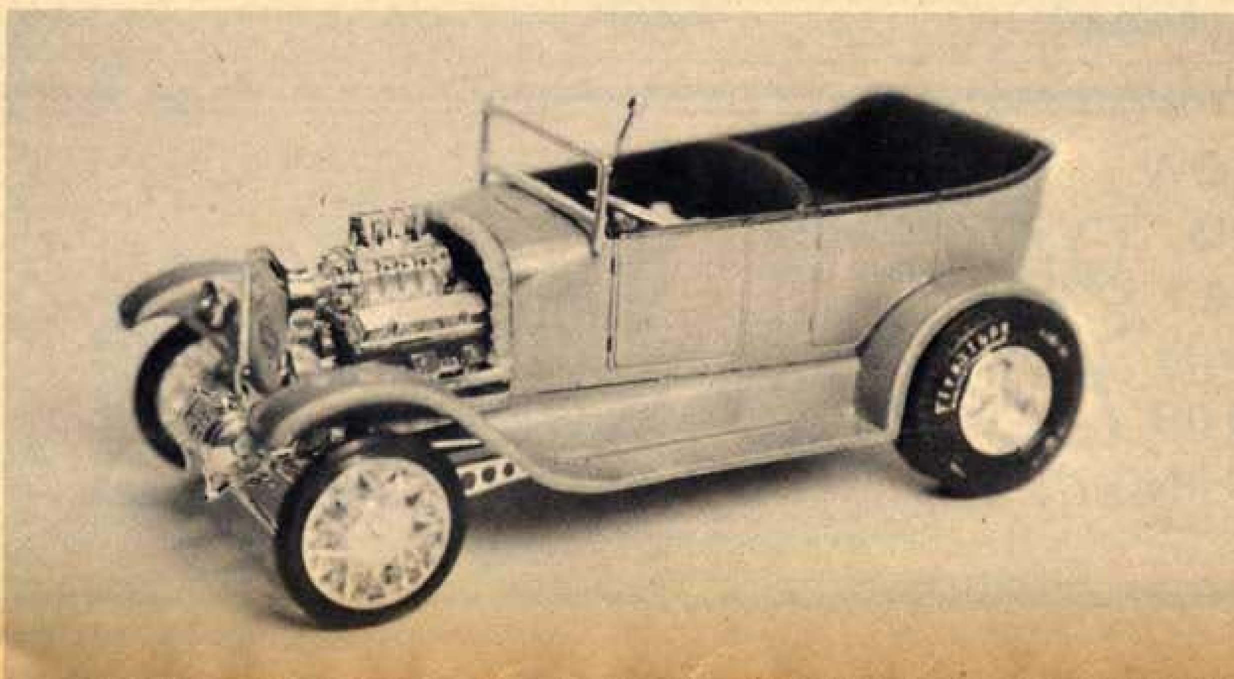


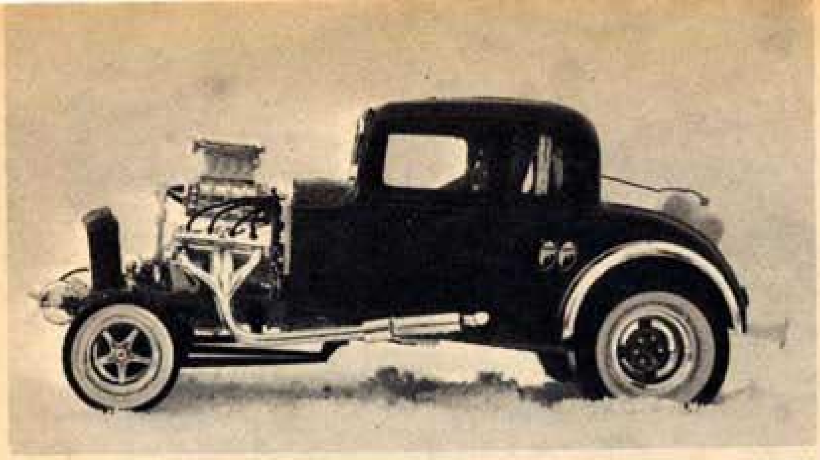
Itchin' for some competition is this '55 mysterion blue Chevy from Jim Capogreca, of Mims, Florida. For power it sports Revell's all chrome caddy, with full wiring. Interior is trimmed in woodgrain contact paper.

Being a faithful fan of Parnelli Jones, Chris Geiger, from North Merrick, N.Y., kept it strictly stock, but detailed, when he built this Willard Battery Special ('63 Indy champ). Finish is gloss white and metallic blue.

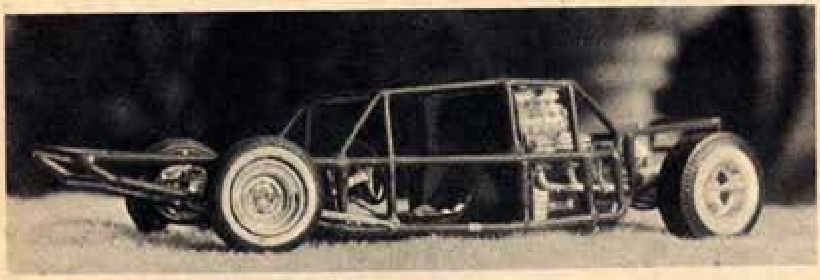


From Barry Coleman, of Parkville, Mo., came this '27 drag "T" riding on Ala Kart frame, with a finish of silver and candy lime green. Interior is upholstered throughout with black corduroy.

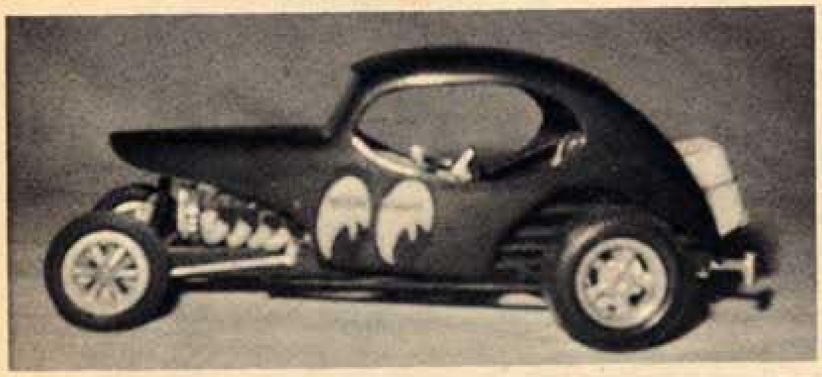




Off came the special mufflers when this '32 Ford Comp-Coupe, with a '58 blown Chrysler up front, takes to the strip. It comes from Middletown, Ohio, and Jim Storer, who wired the mill and chute, and added chromed fenders on the rear.



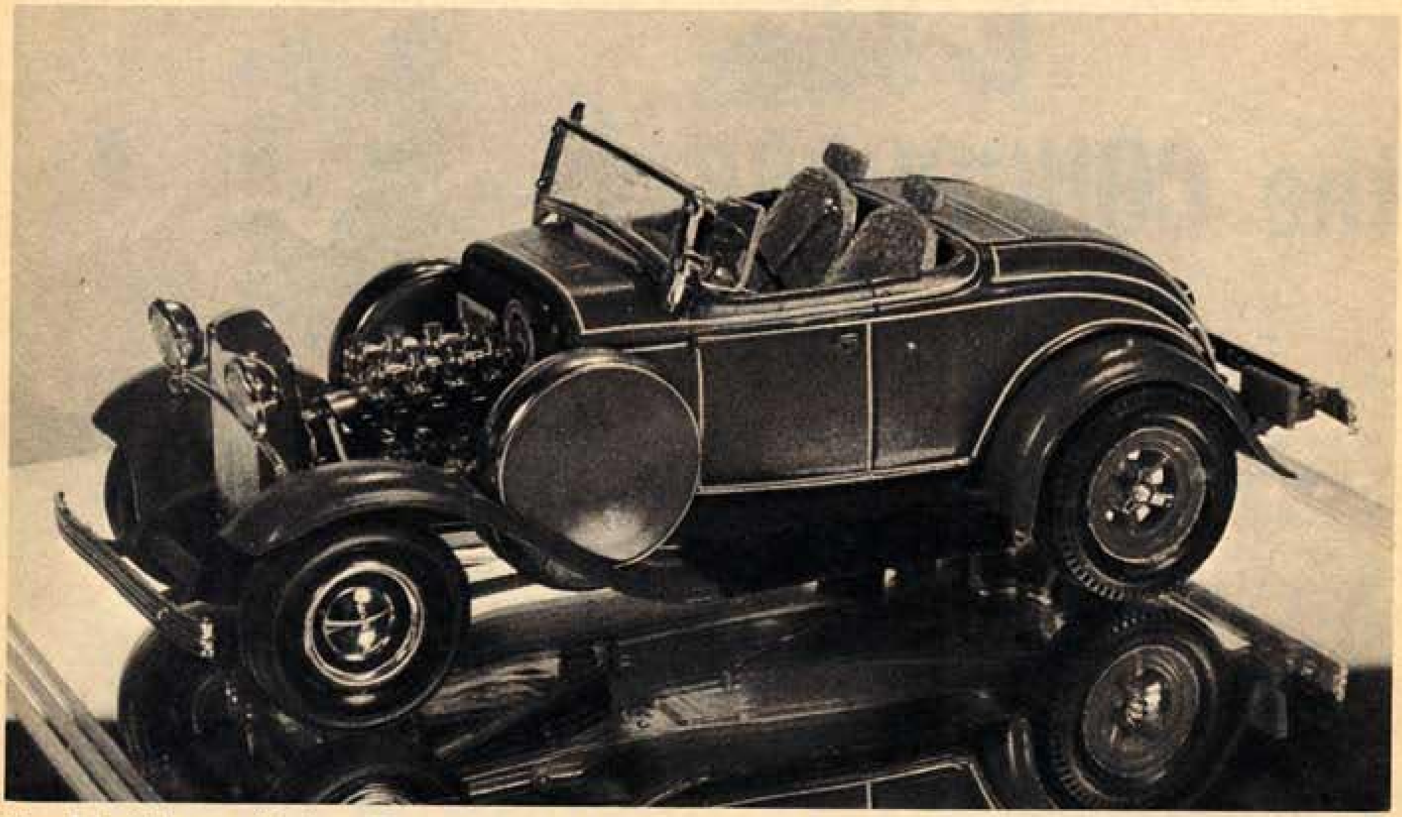
Pure drag is the word for this 'jungle jim' from Bob Ende, of Corning, N.Y. The frame was scratched from 60 pieces of tubing, and is powered from the workings of Revell's Challenger I. Up front there's a working suspension system made from ballpoint pen springs.



Mike Anthony, of York, Pa., chopped, bobbed and channeled his '40 Ford Sedan, mounting it on a balsa frame. Side windows were enlarged for easier driver entry. Finish is a blend of Tahitian Orange and Candy Raspberry.

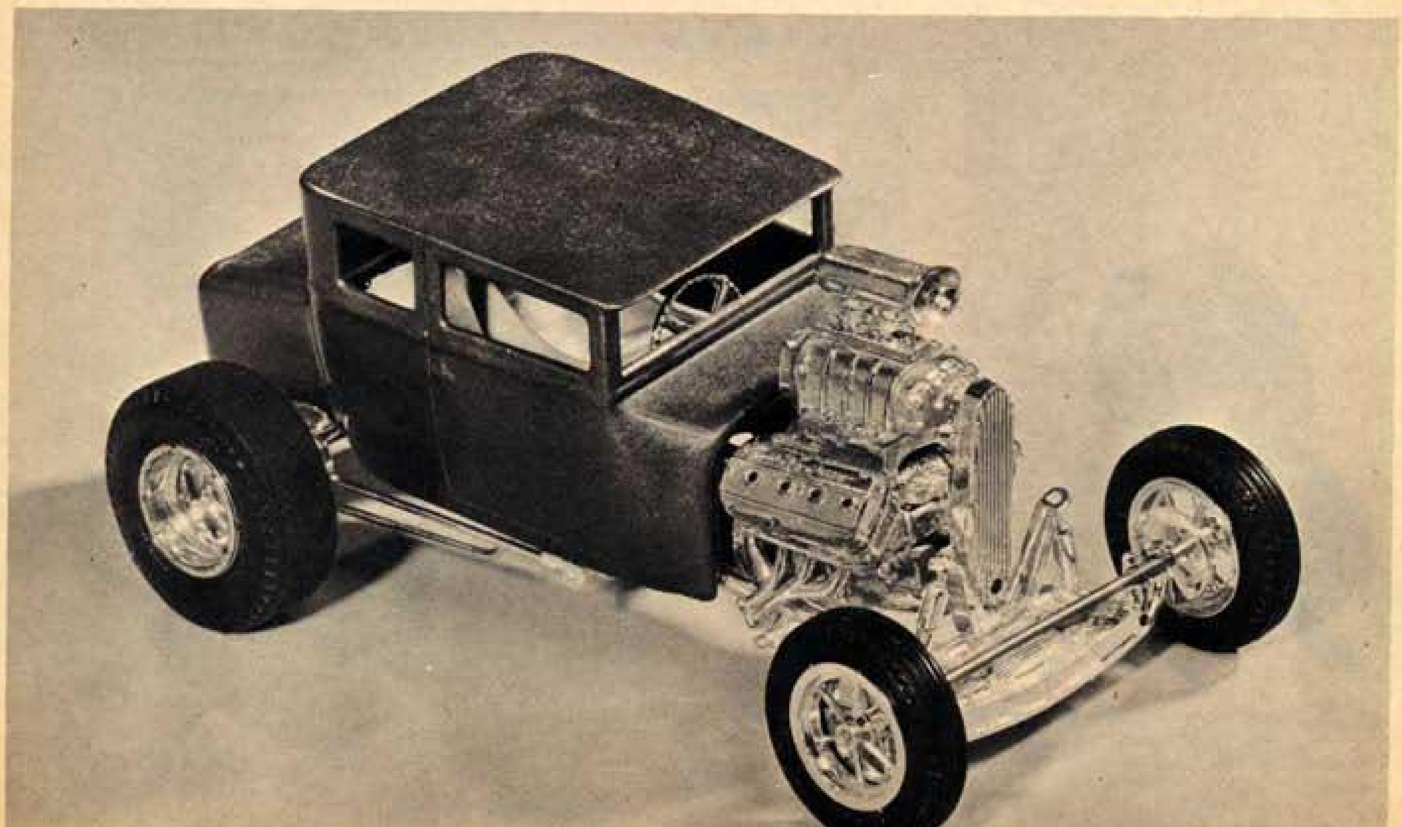


A flared fender line fore and aft, made with AMT body putty, was added to this basically stock AMT Cobra from Keith Reed, San Jose, Calif. Other additions include a 426 Chrysler Hemi, four extra wide Firestone Goldstreak skins and a white velvet interior.

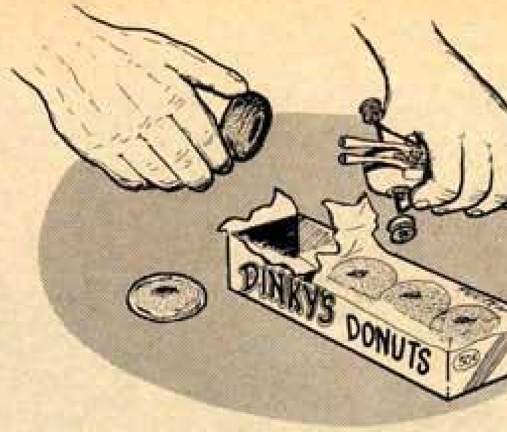


From John Hickman, of Quincy, Ohio, came this dolled up '32 Ford Model B Roadster, with power from a '48 Ford V8. Finish is fire engine red, with white stripping; interior is done in grey corduroy, brown flocking and black velvet.

Dave Wernicke, of Racine, Wisconsin, took after the body of his five window coupe with a flying X-acto knife; adding a finish of metalflake burgandy. Garlits drag slicks and a blown monster-mill.



Building the CONCOURSE TIRE

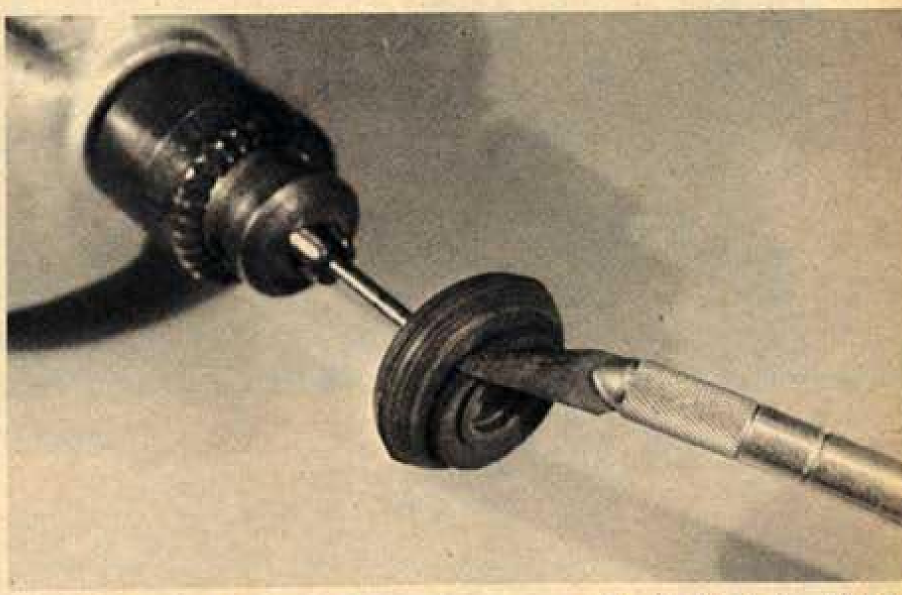


By BOB McCALLA

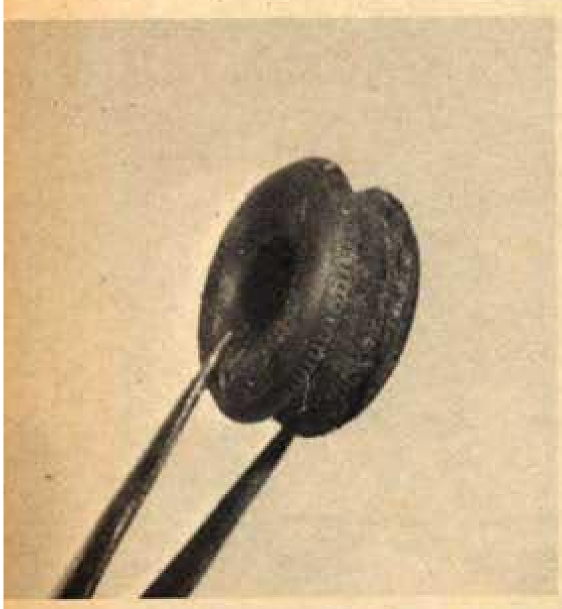
How to outfit your fancy hauler with the ultimate in custom touches.

The old theory that "anything goes as long as it goes fast" is just about on the way out. Nowadays, if you're aiming for the winner's circle, your little hauler not only has to really move, but it has to look good too. Just check with some of the better clubs around; the emphasis is on "Show-n-Go." In other words, your car either looks like the real thing, or it's out of the running.

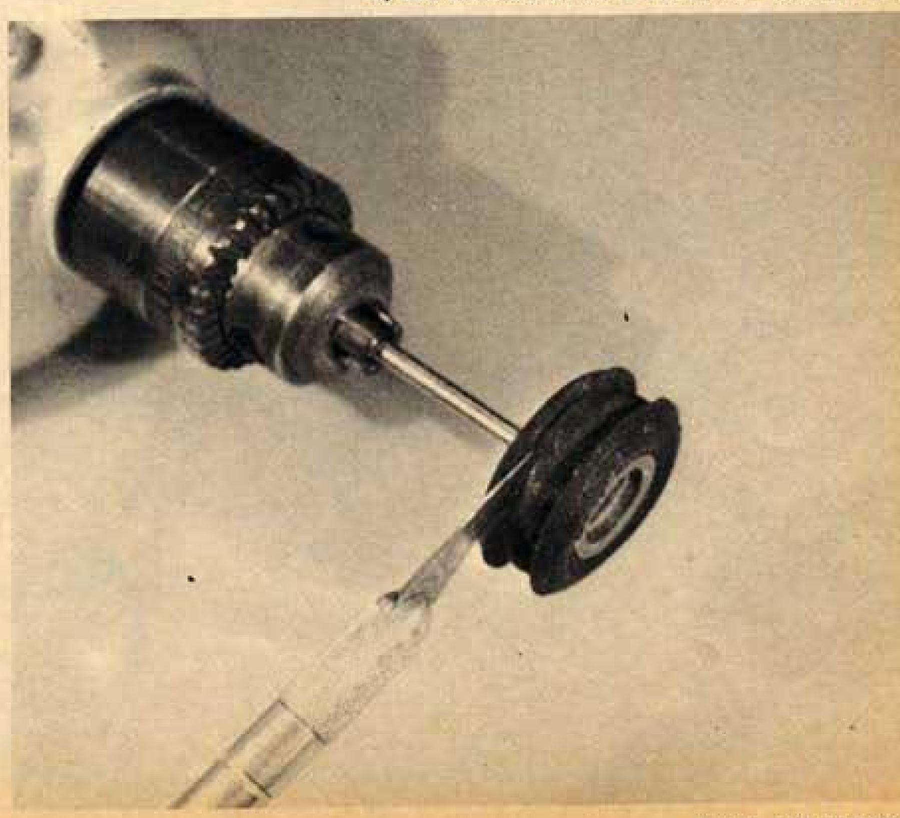
And detailing doesn't stop with the body; to really rack up the points, your buggy needs sharp looking rubber on the track. But therein lies a problem. Just where do you find a tire that both looks good, and can hold its own in a tight

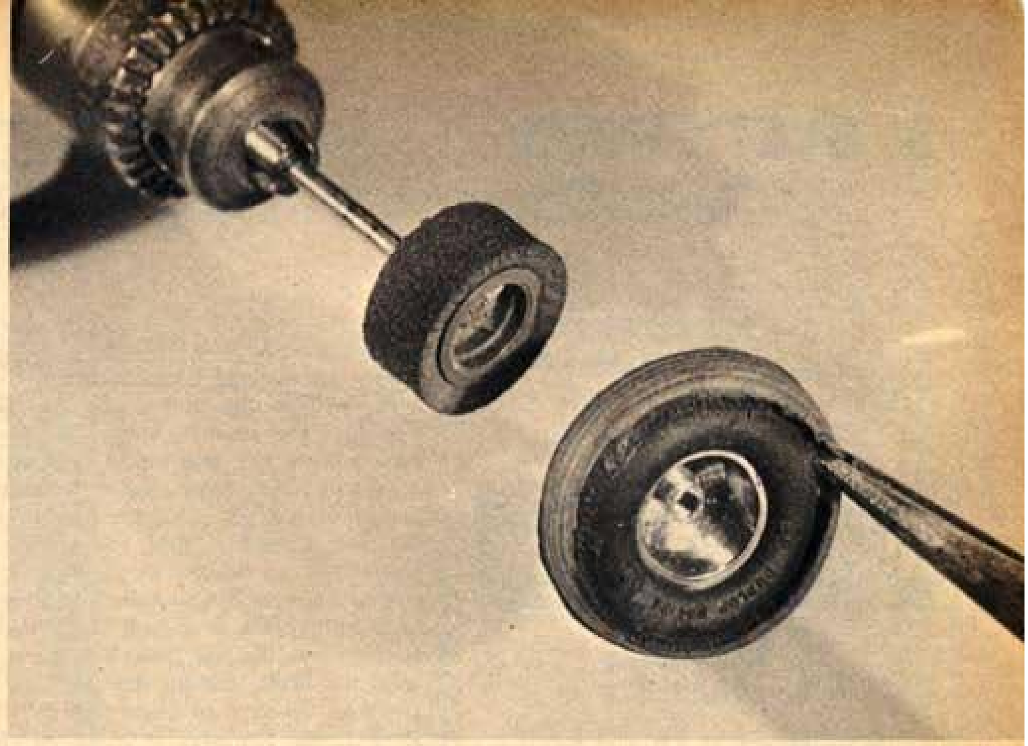


The center of the German spongie is cut out, so that the hole is about 3/4ths of the diameter of the hard rubber "casing" tire.



To prepare the casing tire for the sponge inlay, cut away a strip of rubber 1/16th of an inch deep around the entire circumference. Then smooth out the hollow with a file, about 1/16 to 3/16th of an inch wide.

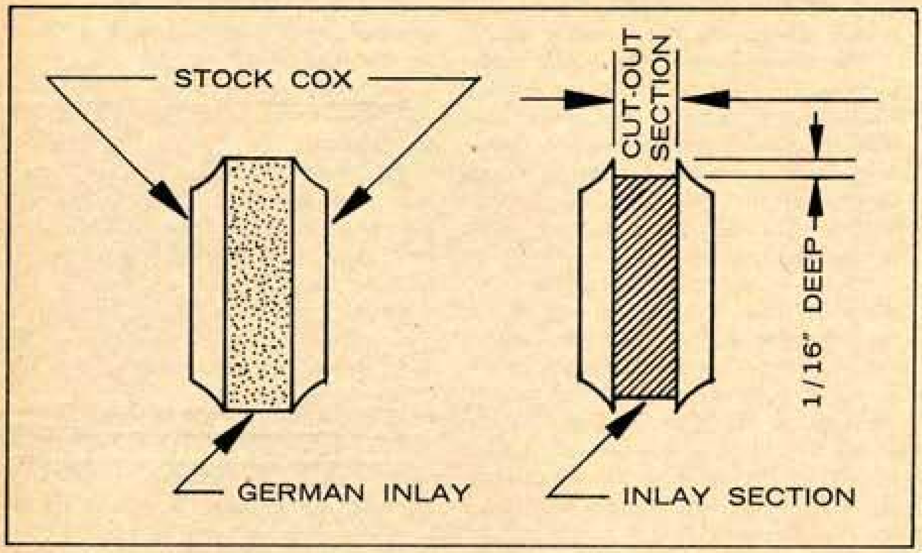




Make a trial fit of the sponge inlay, to check for distortion. Then apply a thin coat of adhesive to the hollowed section, and bond the insert firmly to the Cox tire.

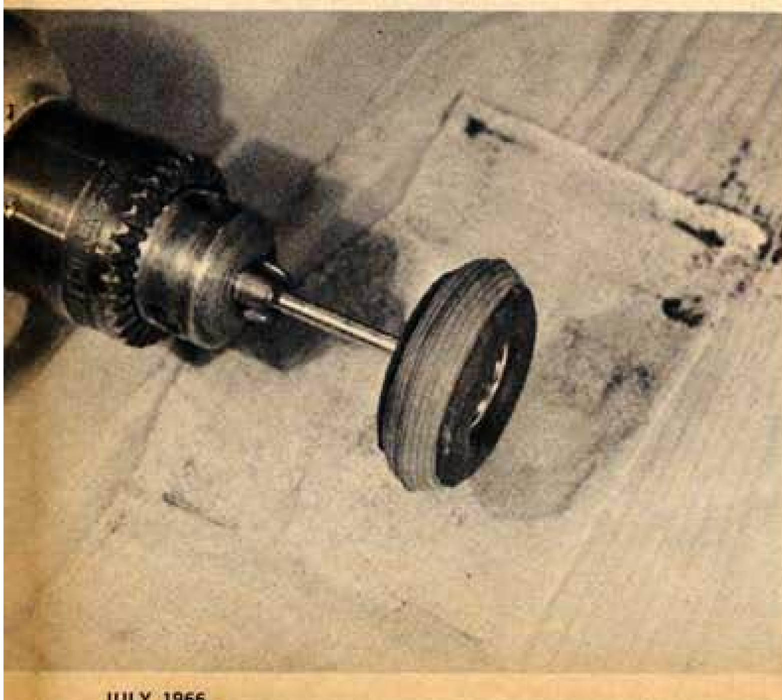
turn? The ideal is to find something that has the clean lines of a slick, with the road-hugging bite of a German sponge. And if you've been looking for it hither and yon, with no luck, then forget about buying it. Read on, and we'll show you how to build it. After all, you customize just about everything else; so why not tires?

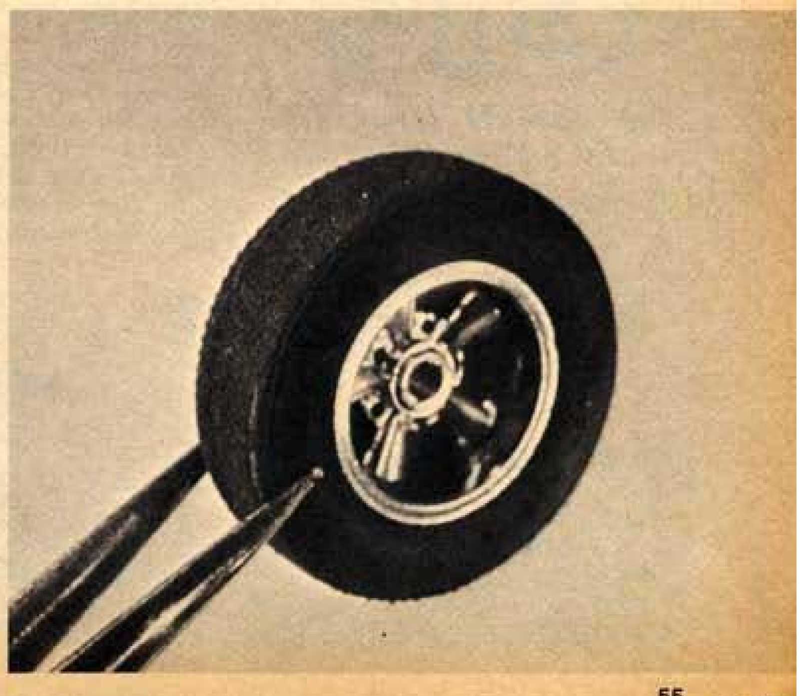
The idea for the Concourse Tire was developed by Jim Snyder, owner and operator of "Modelcraft Hobby Shop" in Long Beach, California. A real beauty-with-bite, Jim's home-built tire has been making it big, both in races and concourse events. And just watch, some company is bound to come out with a tire based on the same principle. All they have to do is hollow out a slick and add an inlay of sponge, and they'll have about the best tire going.



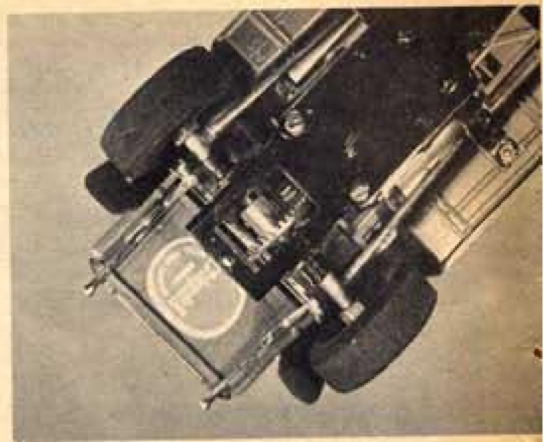
To put together your own Concourse Tire, you can use any combination of slick and sponge you prefer. However, for the record, Jim chose 40mm Germans and Cox 1/24 scale "Dunlop Racing" tires. And to bind them together, he

Sand away the excess rubber on the sponge inlay. The easiest way is to tack a piece of fine sandpaper onto a smooth, flat surface. Use a hand drill to lightly spin the tire over the paper, until the two pieces blend together.





On the outside, the Concourse tire shows only the clean lines of hard rubber. But where the tire meets the track, there's a road-hugging inlay of soft German sponge.



recommends 3M Brand Weatherstrip Adhesive. Just thought I'd mention it.

In the first step, add a wheel to the Cox tire. The assembly is then screwed onto a spare axle and locked tight with regular lock nuts. Then insert the opposite end of the axle in an electric hand drill. (If you haven't a drill handy, don't worry; you can hobble along without it.)

Now place an Exacto knife into a vise, until only 1/16th of an inch of the blade is left above the vise jaws. Roll the tire over the blade, cutting through to the depth of the exposed blade. When both sides of the tire have been cut all the way around, remove the wheel and axle from the drill and carefully dig out the section between the two outside cuts.

With this step completed, you're ready to smooth out the hollow. Place a small file, about 1/16 to 3/16th of an inch wide, into the vise edgewise and clamp tight. Now slowly run the tire back and forth over the file, until the hollow section is flat and square. It's now ready for the German inlay.

While you had to remove rubber from the outer edge of the Cox tire, with the Germans you take it from the center. Using an Exacto knife, enlarge the center to about 3/4th the size of the outside diameter of the Cox "casing" tire. It should fit into the hollow section without stretching; if you have to struggle to get it on, you'll only succeed in distorting the Cox tire.

Extra precautions should now be followed when you apply the glue to the insert section of the tire. What you want is maximum holding strength, with the least amount of glue. Use too much, and it'll ooze out and over the sides for a highly unsatisfactory appearance — to put it mildly. So read the directions on the tube or bottle, and follow them to the absolute letter.

When the insert has bonded firmly to the Cox tire (give it plenty of drying time), get ready for the next step. It's time to sand away the excess rubber on the German tire. So, tack a piece of fine sandpaper onto a smooth, flat surface and reach for the hand drill again. Just sand gently, until the two pieces blend together. And there you have it. Now for the next to the last step.

An artist's brush, about a No. 000, was found to work best for touching up the sidewalls. Those little, bitty letters always need something extra to make them stand out. And, by the way, whenever possible, try to have all four tires look alike — at least on the sidewalls. Shows a lot more class.

When you put a wheel inside your Concourse Tire, don't spoil the whole show with something cheap looking. Jim recommends the chrome mag jobbers from Strombecker (#8305 for the rear, with #8314 on the front). At 89¢ a pair, they're one of the best buys you'll find. For extra detail, the inside portion on the back of the wheel can be painted "flat black." Brings out the depth of the wheel.

A trial run is now in order for your new set of skins. And with a little running time and practice, you'll discover that your track-terror is sporting some mighty fancy rubber. And just wait 'til it struts its stuff at the local track. Remember that the car with nice detail and plenty of go will always command more cheers than the so-called "speed-dog" that looks like it clawed its way through a chain-link fence.



With the men who build better competition-creamers, speed isn't everything. Good looks count too; particularly in Concourse events. And with the Concourse tire, they get the best of both.

Enter the Monogram Double-Header Sweepstakes and See the Exciting Model Kits Scaled from these Custom Cars now at Your Favorite Store

Win a Real Custom Show Car

Full Size Cars, Designed and Built for Monogram by Darryl Starbird, Top Automotive Stylist. ®

572 Prizes Including Two Show Cars and Ten $100 Model Kit Collections



Sweepstakes Prizes

FIRST PRIZE
The Deuce Custom Show Car

FIRST PRIZE
Orange Hauler Custom Show Car

10 SECOND PRIZES
$100 Model Kit Collection

20 THIRD PRIZES
$50 Model Kit Collection

40 FOURTH PRIZES
Big Deuce 1/8 Scale Car Kit

500 FIFTH PRIZES
New Scale Model Car Kit

Above prizes will be awarded evenly between the Deuce and Orange Hauler sections of sweepstakes. 286 prizes in each section.

The Deuce

Customized 1932 Ford Roadster, the all-time hot rod favorite. Has Pontiac custom engine and removable white top. Brilliant red and chrome. This car cost $6000.00 to build.

Orange Hauler

Original design custom with Chevy one-ton cab and frame, and '56 Buick engine. Bubble top opens and closes electrically. Orange and chrome. This car cost $8000.00 to build.

Nothing to Write or Work Out — Just Send Name and Address

This is a double header sweepstakes. See the Deuce and the Orange Hauler in 1/24 actual size, as scaled from these real cars at your favorite store. $1.50 each. This is the time to select the kit you like best, for yourself, and win one of the real cars or other prizes. You can have the time of your life with either car, driving it in parades, showing it at fairs, auto shows and other events, using it to promote stores, shopping centers, etc., for pay. Both are real fun cars and attention grabbers.

There's a Sweepstakes entry blank inside each kit box. Put your name and address on this blank (or on a plain piece of paper along with the name of the car you like) and mail with the box end panel or a reasonable copy of the panel.

That's all you do. Nothing to write or figure out. Do it now.

MONOGRAM MODELS, INC., MORTON GROVE, ILLINOIS

DOUBLE-HEADER SWEEPSTAKE RULES

SWEEPSTAKES RULES: 1. Write your name and address on an official entry blank or a plain piece of paper. Mail it with the box end panel or a reasonable copy of the panel. Enter as often as you wish (the Deuce section or Orange Hauler section—or both sections) but each entry must be mailed separately.

2. Mail to Sweepstakes, Monogram Models, Inc., Morton Grove, Illinois. Entries must be postmarked by midnight August 31, 1966.

3. Winners will be selected by random drawing by an independent group of judges. The judges' decisions are final. Only one prize to one entrant. No substitutions will be made. Winners will be notified within 30 days after sweepstakes closes. Prizes are valued at fair market value at date of award. Federal, state or other income taxes levied on the prizes will be the responsibility of the successful contestants.

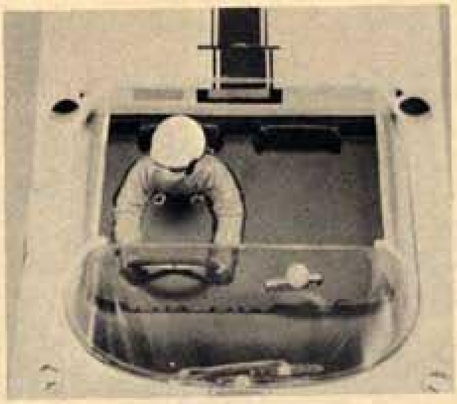
4. The double-header sweepstakes is open to all residents of the Continental United States except Monogram employees and agents and others engaged in the sale of Monogram products and members of their families. This invitation to enter the sweepstakes is void in states or other areas where prohibited, taxed or restricted by law.

5. Custom cars and other prizes will be delivered to winners free of delivery costs. The two custom car prizes are offered as "Show Cars" and are not warranted or recommended for general street and road use. Winners of these cars accept sole responsibility for any liability arising from their use. Winners of cars who are under 21 years of age must furnish written authority from parent or guardian to accept car before delivery will be made. If a list of major prize winners is wanted by entrant, send a stamped and addressed envelope after close of sweepstakes.

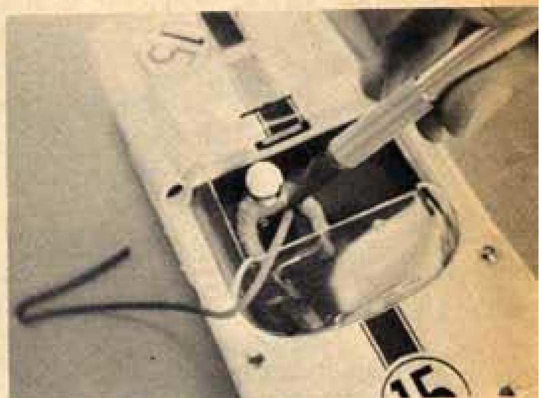
SLOT RACER'S WORK SHOP

NEW IDEAS IN RACING MODIFICATIONS

How to SCRATCH UP a shoulder HARNESS



Drill fine holes as close to the driver as possible, front and back. Use a pin vise, hand drill, or the tip of an X-Acto knife.



Cut two rubber bands. Poke one end down through the hole. Place the strap over the driver and poke the other end in place.

If you want to squeeze that last little bit of authenticity out of your slot car, the place to really go "all out" on detail is the cockpit area. This is where most builders fall down on the job.

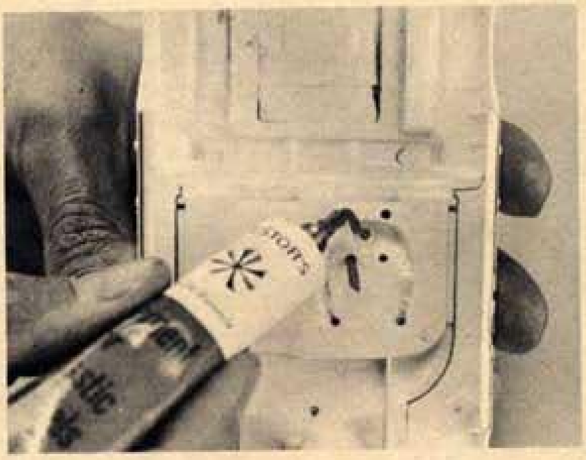
Here's how to install the sharpest looking safety harness on a driver that you've ever seen. And all it takes is rubber bands!

Drill fine holes through the plastic cockpit cover, as close to the driver as possible. Check the photos. Now, take a narrow rubber band and cut it once. This will be one shoulder strap. Cut another for the other shoulder and you're almost set.

Poke one end of the rubber band down through the holes and glue from the bottom. Stretch the "straps" up over the driver's shoulder and poke the other end down through the holes in back. Any excess should be cut off.

You can use any color rubber bands you want, but brown looked best to me. Naturally, the driver should be painted *before* this installation.

The cost of adding seat belts in this manner is nearly nothing, and it adds loads of personality to any cockpit area.



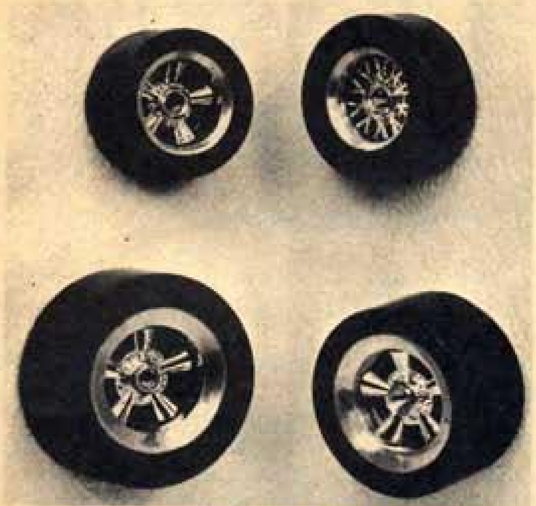
After you position the remaining "strap," turn the cockpit cover over and glue; then trim off the excess rubber bands.





You can place the shoulder straps in any position you want, cross shoulder or as a straight shoulder harness. Looks nice!

NEW SENSATIONAL INDY WINNERS - AGAIN FROM IN-DEE CO.!!





*Self-Lube Axles **

The first non-magnetic, precision ground axle that actually lubricates itself indefinitely. You can get ball bearing performance from your oilites with this self-lubricating axle that is truly an engineering breakthrough in this field.

Now! TWO MORE FIRSTS from IN-DEE CO.

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Holy Hypoid, OH BRAVE MASKED LEADER!

Starring Batteryman and Rovin' The Wander Man.

BY CARL KOHLER

Night had fallen (splat!) upon Gotsome City, smothering the daylights out of it. Deep within the murky confines of his secret Batterycellar, high above the City, a famous figure sat hunched over a table, peering peevishly at the city map spread out before his piercing eyes and mumbling incoherently to himself. So intense was Batteryman's attention to the map that the Batteryphone atop the table jingled insistently for an hour before its sound penetrated his alert consciousness. Reaching for the instrument, Batteryman lifted it to his ear without taking his eyes from the map.

"We don't know who you are," chirped a voice in Batteryman's ear, "but we never needed you more than we do now!"

"So what else is new?" Batteryman asked.

"Listen! Stop with the jokes! This is Gotsome City Police Chief O'Hairy and I've just received word that —"

Batteryman sighed. "Sorry, Chief. Ro-



What foul misdeed had befallen poor Rovin' The Wander Boy? Where could he be? With keen, piercing eyes, Batteryman searched an alley map of Gotsome City.

vin' the Wander Boy is missing again. Can't make it with the dogooding bit, solo. Against Hero Union regulations and all. I'm afraid you'll have to get along without me until I can find the kid."

"B-But —"

"Sorry about that, Chief," said Batteryman as he put the Batteryphone abruptly back on the Batteryhook. Swiftly whirling about in his Batterychair, he crouched tensely — hearing the slight sound of heavy footsteps echoing in the darkness beyond the open doorway. Impatiently his fingers fidgeted at the Futility Belt strapped around his waist — as he readied himself to hurl an electronic spitwad or pitch the deadly Batterydang at the stealthily approaching intruder.

"Brought you some goodies, sir," cackled jolly Old Fred, the Butler, dumping a trayful of stale cookies and souring milk onto the table. "Have you found Rovin' the Wander Boy yet, sir?" Old Fred chuckled weirdly to himself.

"No!" rasped Batteryman, cramming his mouth full of cookie crumbs. "And I'll thank you to stop *snickering* about it! I taught that wimp everything he *knows!* How to shift gears in the Batterycar without dumping the transmission! How to wear a Futility Belt without getting blisters! How to climb tall buildings without even a stepladder! How to —"

The Batteryphone jingled merrily.

"Rovin', it's about *time* you were checking in!" snarled Batteryman. "Boy, are you ever gonna *get* it when you —"



Thumping his way up the stairs to the Batterycellar, jolly Old Fred, the Butler, brought his masked Brave Leader an early-evening snack of stale cookies and rancid milk of magnesia.



"Ahah!" ahahed Batteryman. "Now I know what's happened to that little adenoidal rat! He's been hiding from me . . . the only true friend teenage America's got!!"

"Commissioner Jordan, here," babbled the bass voice. "We don't know how you are but we never needed –"

"GIVE IT A REST, MAN!" shouted Batteryman slamming the Batteryphone down. "WHERE *IS* THAT DRATTED KID, ANYWAY?"

Old Fred held up a small object. "I found *this* lying on the carpet in his his room, sir. I thought it might serve as a *clue* to his present whereabouts, sir."

Batteryman snatched the object from Old Fred's trembling hand. Studying it closely he turned it over and over, missing no detail, his vision translating the object's intricate configuration into Instant Memorization.

"*Hmmm!* You may *have* something here!"

"Yes," said Old Fred. "It's either a half-inch of *Stik-Trak* flat braided copper Contact Stripping or a badly bent, southwest corner of a *Russkit* Mounting Bracket, sir."

"Talk sense, man!"

"Well . . . it doesn't *look* like a tip-assembly from a *K & B* Mechanical Finger or a shredded bushing from a *BZ* Hand-Controller so –"

"For*get* it, baby! I'll run it through the Batterytestercheckeranalyzer," yawped Batteryman sprinting across the room to the awesome instrument huddled dustily in a forgotten corner, "and we'll soon *know* the real nature of this mysterious clue-type object!"

Three days and nights later the tiny object finished going through the assorted analyzing processes of the fabulous instrument and was ejected into a wastepaper basket while, simultaneously, a sheet of paper flew out of the instrument, striking Batteryman in the face and interrupting his sleep.

"*Got* it, Old Fred!" he cried exultantly, trying to read the scientific report without moving his lips.

"Wuzzat, sir?" breathed Old Fred groggily.

The report read:

YOU'RE *BOTH* WRONG: IT'S EITHER A MANGLED SECTION OF BUMPER OFF A *GAR-VIC* "FIREBIRD" GTX-1000 OR THE NORTH EDGE OF A TICKET-STUB FROM THE *WERNER-BEHN* SLOTLAND SPEEDWAY.

"*Ahah!*" ahahed Batteryman. "Now I know *where* the little clown's been spending all his time! Is it still fairly dark outside, Old Fred?"

Old Fred squinted out a Batterycellar window.

"Yes, but, *why*, sir?"

"Well, you don't think I'd be seen in broad daylight stomping around in *this* screwy set of threads, do you? After all – it ain't exactly *Halloween* yet, y'know!"

Then he vanished into the night.

Continued on next page







"Rovin'! You! A secret slot-racing addict!" Batteryman's shoulders slumped beneath their heavily padded contours. "You mean you don't dig the big adventure bit?"

Shortly afterward, Batteryman was pressing his masked nose flat against the plate-glass windows of the Slotland Speedway. Spotting a shadowy figure beside one of the slot-track tables, he raced up the side of the building, dropped through a skylight, inched his way around an elevator shaft, crawled nervously along a 4-1/2-inch wide ledge and was about to leap courageously across a 10-foot gap onto another roof – when he recalled that the Slotland Speedway was housed in a single-story building now a block distant. Intrepidly, he went there via a sewer on his hands and knees.

"Whew!" whistled Rovin' the Wander Boy, "Why didn't you just use the front door? It's not locked."

"I demand an explanation!" Batteryman said haughtily, folding his arms over his chest. "I *insist* upon an explanation!"

"Well, the door's not locked because the owners let me practice racing my cars in exchange for cleaning up the place afterhours, and –"

"What do you mean 'racing your cars'? What kind of a shabby story is that?" Batteryman's sneer wrinkled his mask wryly. "I mean, like come ON, man! Who're you putting on?"

Rovin' indicated the 1/24th-scale and 1/32nd-scale model cars on the track. "Holy Hypoid Gears, Batteryman! I flipped for this slot-racing gig *years* ago! The only reason I haven't joined a club is I never know when you're going to drag me along on those cornball adventures."

"Rovin'! YOU! A SECRET SLOT-RACING ADDICT!" Batteryman's shoulders slumped beneath their heavily padded contours. "And all this time the *only* reason I kept on playing masked Brave Leader was I thought YOU dug the adventure bit!"

"You mean YOU don't dig it?"

Batteryman shook his head. "Neh! I been trying and trying to finish building one of those juicy little Strombecker "Cheetah" GT thingies, figuring I'd build a swingin' 100-foot track in the Batterycellar and stay home nights having a ball!"

"YOU'RE A MODEL CAR ENTHUSIAST?" Rovin's innocent eyes widened until they bulged his mask 7.5 centimeters from his untanned face.

"True," murmured Batteryman. "But, then – isn't EVERYBODY?"

Suddenly, a nearby phone rang lustily.

Rovin' answered it, turning to his companion. "That Commissioner guy says it's a matter of life or death!"

Batteryman squared his sagging shoulders and took the phone, steeling himself to return to his sworn duties, no matter what.

"Batteryman, baby."

"Now that you've tracked the kid down and have the rest of the night open," said the Commissioner genially, "why not cut out for over here and give us your invaluable aid?"

"It's a matter of life or death?"

"Yeh, if we can get you two squirrels to act as *track marshals,* you'd be the *life* of this whole contest but the slot-party's gonna fall apart if we don't get somebody to put them lil' streakers back in position now that everybody here is lapping the track in under six-seconds! How *about* it, Batteryman?"

"We know our duty, sir," Batteryman said simply. *"Help is on the way, sir!"* He hung up.

"Gee, Holy HO-Setups and all like that but you sound just like *Old Fred!"* shrilled Rovin'.

"Shuddup and straighten your mask, Punk!" Batteryman sternly advised him. *"They're depending upon us!"*

Which, of course, they *were.*

THE END

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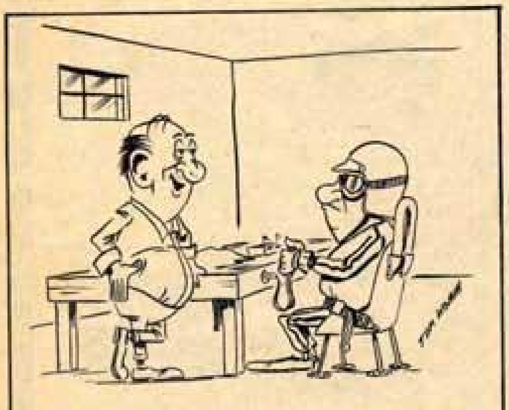
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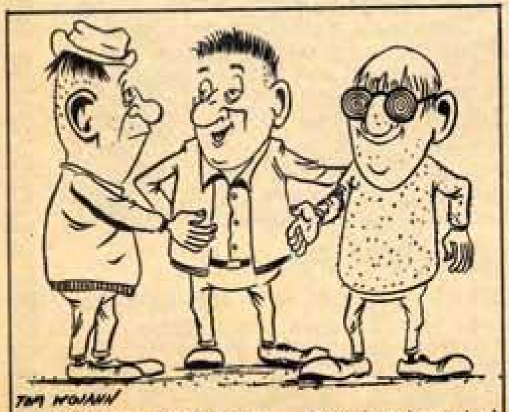


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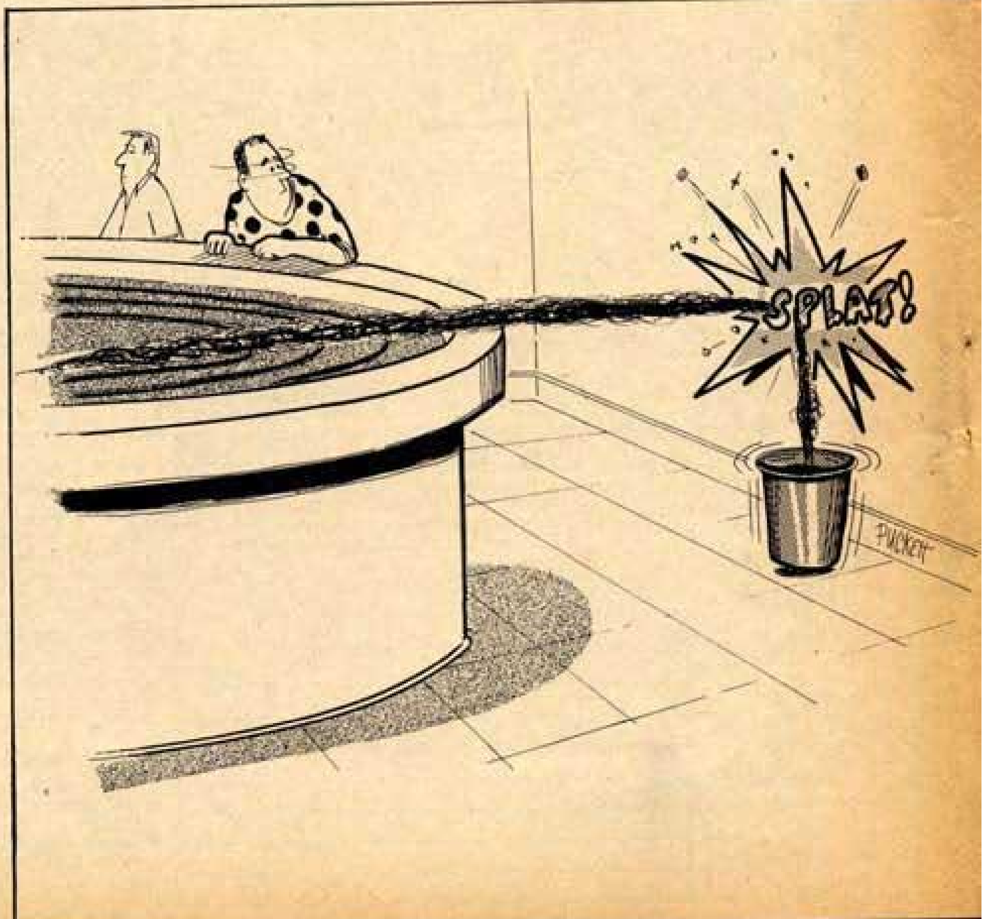


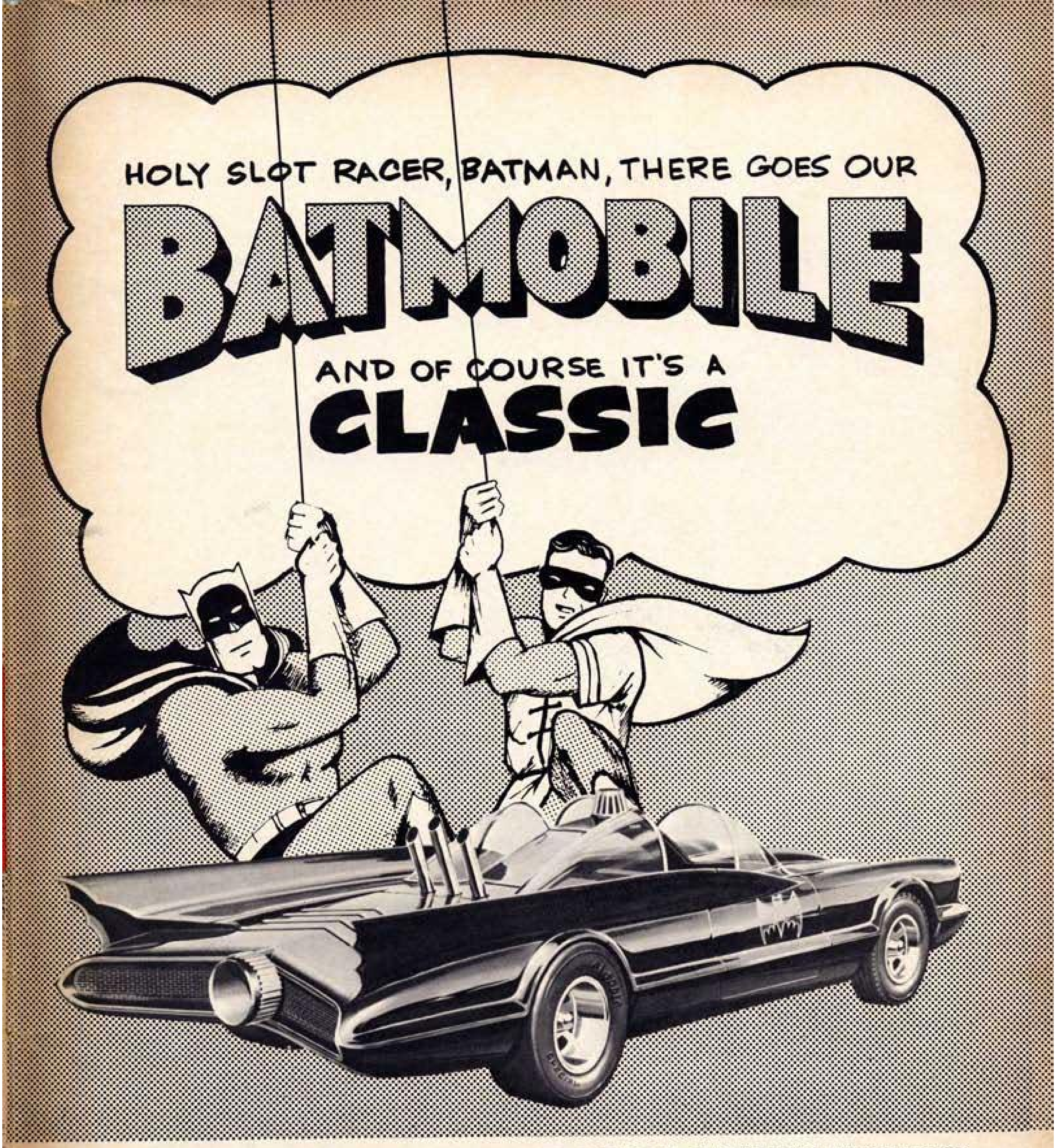


"You're kinda serious about this ain't ya?"

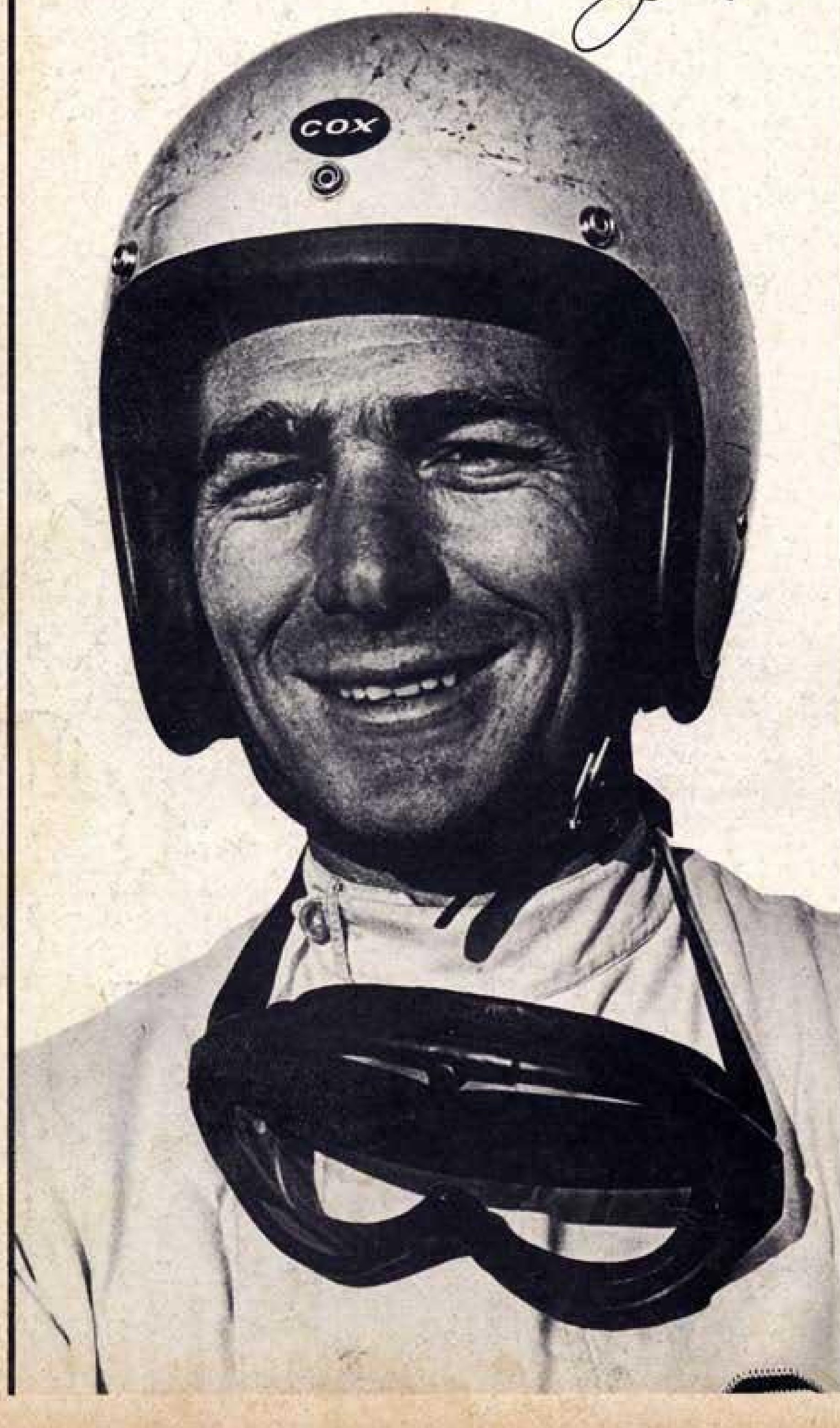


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